GRUMMAN plane news

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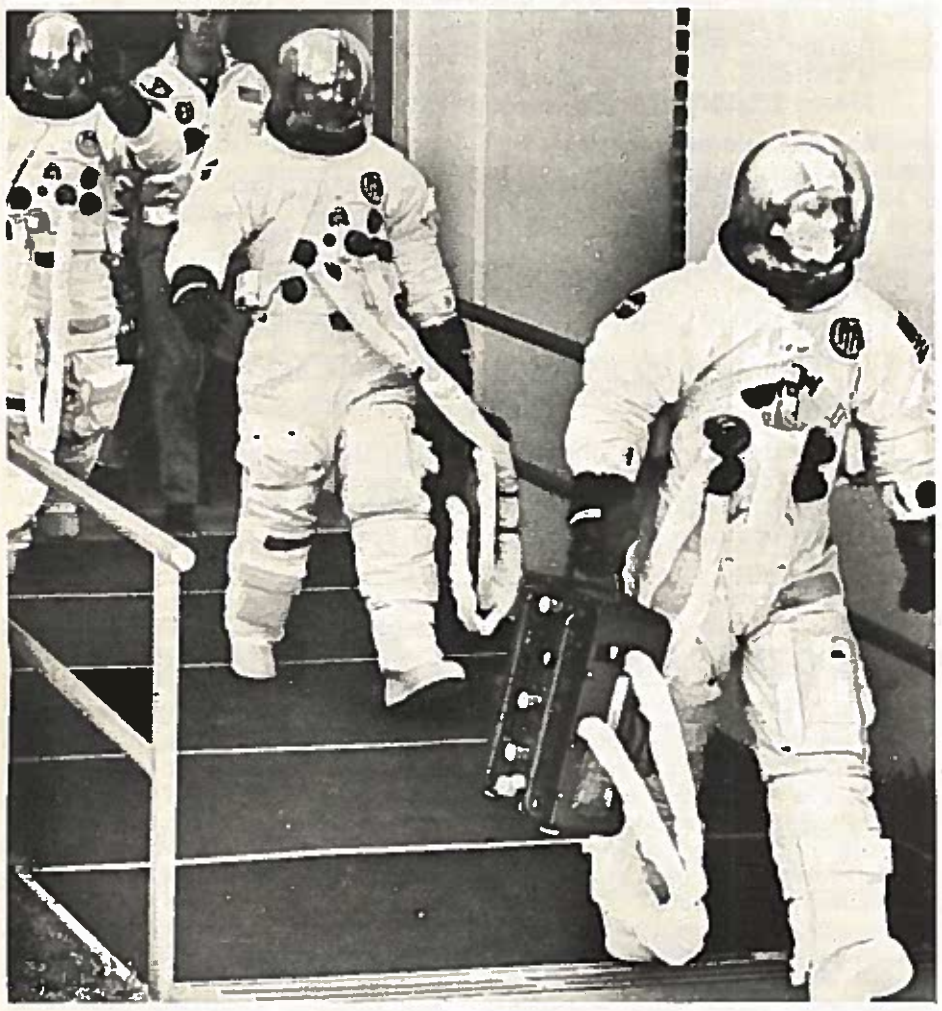


Moon men. Apollo 16 Commander John Young (L), LM pilot Charlie Duke, and Command Module pilot Ken Mattingly are shown carrying portable air-conditioning units at Kennedy Space Center before boarding spacecraft for lunar mission. (Wide World photo)

Apollo 16 crew returns with rich scientific yield

After another successful Apollo flight, three astronauts were scheduled to splash down in the Pacific yesterday afternoon.

With no disrespect for the Apollo 16 astronauts and the seriousness of their lunar mission—sometimes tinged with the prospect of limited accomplishment—one feels, warmly, that this space spectacular possessed a rich mixture of high enthusiasm and humor.

If they were inhibited, they concealed it well. Somber stuffiness was not their bag, and they demonstrated it with dry wit and ebullience. In a world that has its dark problems now and then, that other world that they were in sparkled and gave a clearer insight into the nature of the explorer.

Capt. John Young, the mission commander, and Lt. Colonel Charlie Duke, LM (Lunar Module) pilot, did solid work (such as picking up 245 pounds of rocks, a record) while keeping a steady flow of badinage. Example:

Duke: "Look at that slope. Be sure that you got the brakes on. Tony (England, Mission Control), this is at least a 15-degree slope we're going down. And that Rover came right up it. You never even knew it. Brake this, John. Man are we accelerating! Super!"

Young: "We just set a new world's speed record, Houston, 17 kilometers an hour on the moon."

Houston: "Let's not set any more."

A bit later, Young observed, "So far on this trip, my personal estimation of Charlie's slope estimates is that you can take them and double them. Every one of them."

Duke: "That was always my problem."

It should not be inferred that everything was fun and games, either on the lunar surface or "up there" where Ken Mattingly was flying the Command Service Module. In fact, Mattingly did bump into a problem that delayed the lunar landing some six hours; but, as manned Apollo-mission watchers can attest, the astronauts (and the program

(Continued on page 3)

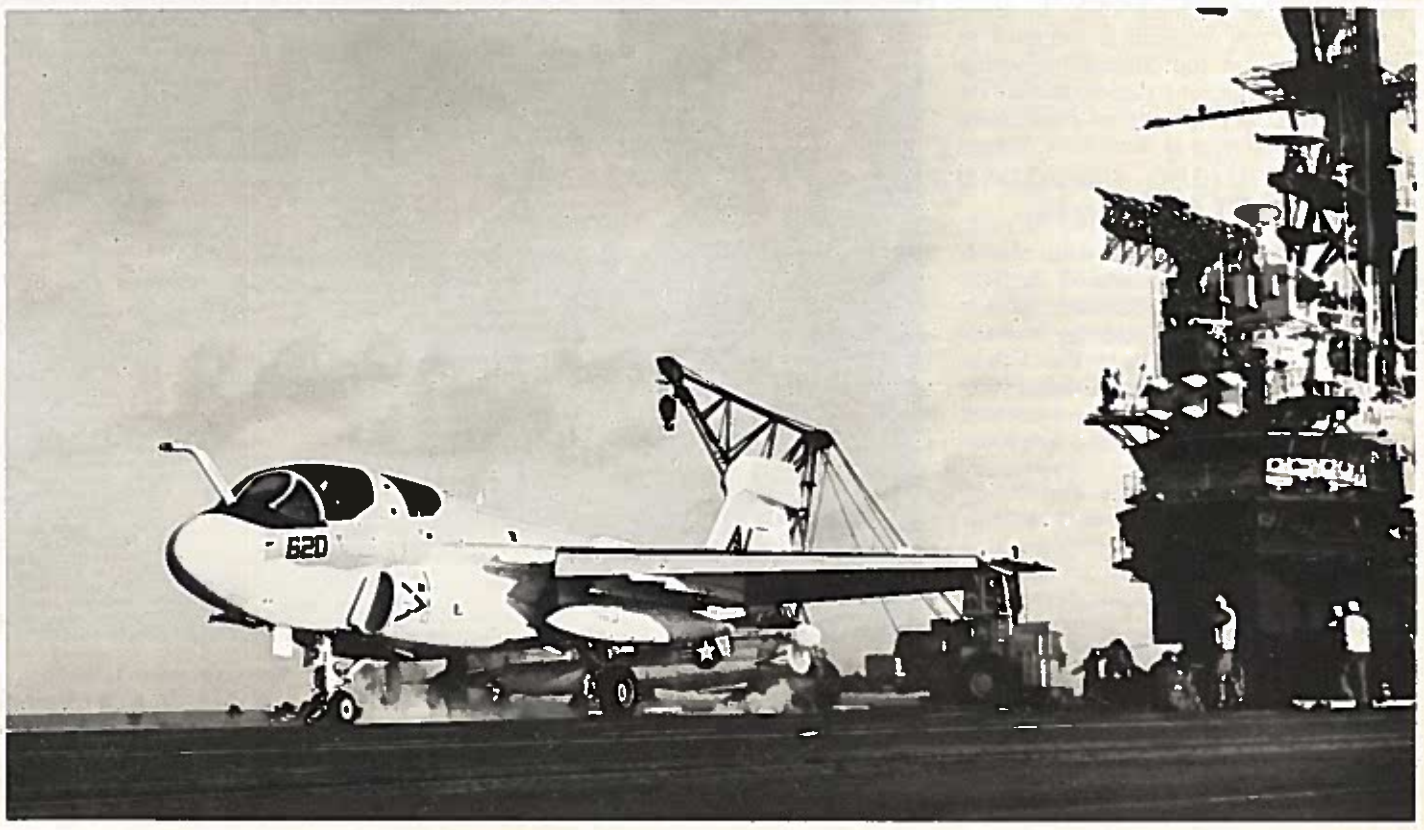
Navy readies EA-6B for first carrier deployment

By the end of the year, the Navy will have deployed a dozen EA-6Bs—the planes that perform the highly complex and sophisticated job of jamming enemy radars.

Actually, as Program Manager Dan O'Neill points out, "The Company has produced 20 EA-6Bs, each one ahead of schedule. It's kept the Navy's Fleet training program abreast of all of its objectives and smoothed the path to Fleet introduction. The first carrier deployment is scheduled for mid-summer."

The initial phase of training Navy crews to cope with this unfamiliar aircraft has been completed. The first six

(Continued on page 6)



Trial run. Cdr. Don Mathews, skipper of VAQ-132, with ECMO Lt. Bob Pinnell in the right seat, prepares for launch during carrier qualification trials of EA-6B aboard U.S.S. Midway. VAQ-132, home-based at Whidbey Island, Wash., flew the electronic countermeasure aircraft during sea trials off the West Coast last month. (Navy photo)

Peterson preps for year's study at M.I.T. on Sloan Fellowship

The Ron Petersons are packing. Ron, his wife, Jean, and their children, Mark, 15, and Kathleen, 12, will leave in June to spend a year in Winchester, Mass., while he studies at Massachusetts Institute of Technology under the Alfred B. Sloan Fellowship Program. He follows Joe Rodriguez, who is concluding his year as a Fellow in June. Peterson and Rodriguez have been preceded by Space Shuttle Deputy Director Tom Kelly (1969-70) and by Pete Oram, now manager of F-14 Operations. Grumman Aerospace President Bill Zarkowsky was the first Sloan Fellow to be nominated by Grumman, in 1957-58.

Peterson has spent 13 of his 37 years with Grumman, beginning in 1959. From his first job, as an aerodynamics performance analyst, he moved up to E-2A/C-2A project aerodynamicist, and in 1965 he joined the Professional Development Program. There, two six-month assignments gave him a taste of Operations Analysis and Business Development, followed by a full year as staff to the then Vice President for Aircraft Programs, Bill Zarkowsky. He continued on for two more years, '67-69, as assistant to Zarkowsky.

Since 1969 he has been manager of the KA-6D, the aerial refueling version of the Navy's A-6A Intruder. In that capacity he is responsible "for total management of the resources required to insure on-time deliveries of the final product, within cost," to quote his succinct job description.

Sailing family

Peterson has a Bachelor's degree from Parks College, St. Louis University, in aeronautical engineering. He belongs to Pi Mu Epsilon, national honorary mathematics fraternity, and the American Institute of Aeronautics and Astronautics. The family is tuned to boating and they do extensve racing and cruising with their Pearson 26.

As a Sloan Fellow, Ron will be part of a group of 50 young executives recommended for graduate study by their companies. The program is designed to broaden and develop outstanding young men for management responsibilities in the future. The year-long program sends them on group trips to New York, Washington, and Europe, and each is expected to complete, in the year at M.I.T., the work for a Master's degree in industrial management.

Ron Peterson

TRANSPO tickets

In view of the interest being shown by Grummanites at Plants 56 in Glen Arm, Md., and 58 in Sterling, Va., in "TRANSPO '72," the Company is offering them an opportunity to buy tickets to the Exposition at the exhibitor discount rate through May 26, according to John Messer of Business Development.

Purchases may be made at the two plants through Employee Services Offices, beginning May 1.

Grumman exhibits planned for the International Transportation Exposition at Dulles International Airport, near Washington, D. C., will demonstrate a diversity of products: a Gulfstream II; Grumman Allied's latest minibus, mobile home, and curbside van; Health Systems' systems for handicapped; and the Tracked Air Cushion Research Vehicle.

Annual Meeting

On Tuesday, May 16, the annual Grumman Shareholders Meeting will take place in Hangar 3, Plant 4, Bethpage, beginning at 2 p.m. Grumman Corporate Secretary Larry Rockwell asks the cooperation of those Grumman employees who own Company stock and who plan to attend the meeting.

To expedite the orderly and prompt seating of visiting shareholders, it will be necessary to register in advance. The annual meeting is often the only opportunity that visiting shareholders have of seeing the Company products, and to provide sufficient seating for them, advance registration of employee shareholders is required. Only those persons owning stock of the record date, March 28, 1972, are eligible to attend.

Request pre-registration

Grumman personnel who own Company stock and have received a proxy in the mail may pre-register at any Employee Services Office on any working day before May 16. If you have mailed in your proxy and intend to be present at the meeting, check in with your nearest ESO to confirm your intention. A badge sticker will be issued to permit your entrance to the meeting.

Because of the limited space available, shareholders are requested to refrain from inviting their wives, children or friends to the meeting.

Grumman stock obtained through the Company's Employee Investment Plan is held in trust for each individual member by the Plan's Trustee; therefore membership in the Plan does not automatically entitle participants to attend the annual meeting.

Navy sends 'Well Done' on F-14, E-2C trials

The words were official, and among the tensions of the times, particularly incisive. "The most recent Navy preliminary evaluations of the F-14A . . . and E-2C . . . , " said a letter addressed to Grumman Aerospace, "were the most professional and productive on record." It was signed by the acting commander, Naval Air Systems Command, Rear Adm. D. K. Weitzenfeld.

The "Well Done" message was delivered in an informal ceremony last week by Capt. Bob Belter, Naval Plant Representative-Bethpage, to Grumman Aerospace President Bill Zarkowsky. Presenting the official letter, Captain Belter told Zarkowsky:

"On behalf of the Commander, Naval Air Systems Command, I am delighted to convey a 'Well Done' to the Grumman Aerospace Corporation for the outstanding performance of your people and products during these critical Navy Preliminary Evaluations."

The official message from the Naval Air Systems Command in Washington said:

"The most recent Navy preliminary evaluations, F-14A December 1971 and E-2C February 1972, were the most professional and productive on record. The support, cooperation and expertise of NAVPRO Bethpage and Grumman Aerospace personnel coupled with the professional approach of NATC pilots, Naval Flight Officers and technical personnel made these evaluations of critical Navy projects most outstanding. We at the Naval Air Systems Command look forward to the continued excellence of all concerned during follow-on evalutions of these two important programs.

"Please convey my appreciation to those personnel involved for a job well done."

Commenting to Zarkowsky on the NASC message, Belter said: "It says what I feel. You do good work here."

Good words. Capt. Bob Belter, Naval Plant Representative-Bethpage, recently handed Bill Zarkowsky, President of Grumman Aerospace, an appreciative message from Rear Adm. D. K. Weitzenfeld, acting commander, Naval Air Systems Command. It said, 'The most recent Navy preliminary evaluations . . . were the most professional and productive on record.' Invited for the occasion (L to R) were: Lt. Cdr. R. H. Cooke (F-14), Pete Oram (F-14), Tom Guarino (E-2C), Lt. Cdr. Bill Hennessy (E-2C). (Photo by Jim Wagner)

Apollo 16 moon crew returns with rich harvest for science

(Continued from page 1)

people on the ground) are cool customers. They came through.

Fundamentally, this mission was like the previous ones—setting up experiments and collecting rocks and soil. This time, though, they landed in the Descartes region, the most rugged and rock-strewn area that any astronauts have confronted. The basic reason for landing there is geological in nature: It is believed that in this region of the moon the "newest" and "oldest" samples can be made in order to measure the relative ages of lunar materials.

The result was a feast. For example, Young and Duke ran across a couple of "igneous" rocks; that is, rocks that had been cooled, possibly after volcanic activity, but still in their original state because of the lack of atmospheric erosion.

Geological samples

The two men found a surprisingly large number of colors—some blue, some chalk-like, some yellowish. They also found huge boulders that were sharply configured rather than rounded. They stood in the shadow of one such boulder—about as large as a family garage—and photographed it and took soil samples. It's expected that the soil in the shadowed area could be slightly different from that in other areas. In any event, it should provide more evidence for scientists and geologists whose preoccupation is the study of the moon's beginnings. The 20-plus hours the men spent in this effort will be but a short period when compared with the job that the geologists will have.

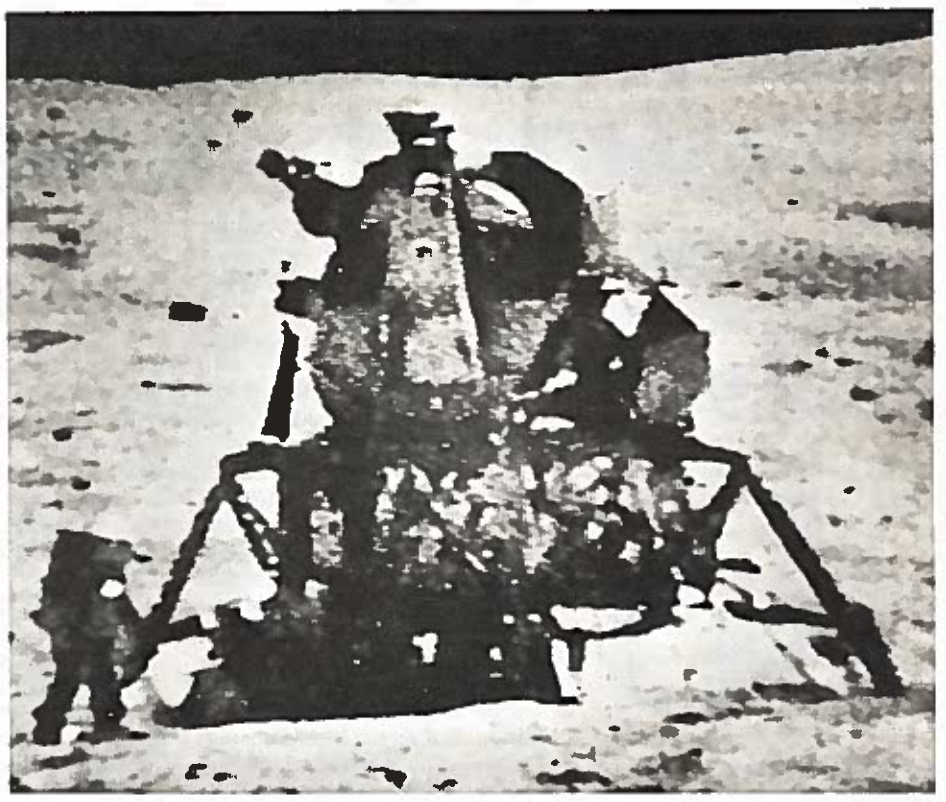
Among the new experiments that Young and Duke have performed, two are especially noteworthy. One is a cosmic ray detector experiment. It is designed to help scientists find out the nature of these rays, which are large-energy high-velocity particles that come from outside our solar system. So far, we know very, very little about them.

Mattingly busy, too

New, too, is a far ultraviolet camera-spectograph. The film in the UV camera is highly sensitive to electrons and is 10-to-20 times faster than typical film. Also, it's insensitive to visible light—important because the earth is about one thousand times brighter when viewed with UV. And the optical image is exactly duplicated by an electron image and permits a unique analysis of the chemical elements in the original light source.

While Young and Duke were engaged in these and other experiments, Ken Mattingly was circling the moon, taking photographs, measuring the chemical composition of the lunar terrain, and taking an astronomer's survey of our galaxy. He was, in fact, quite as busy as the moonwalkers.

One of the new features of the Apollo 16 came after 8 p.m. Sunday when the ascent vehicle lifted off the moon surface—for the second time recorded on television and tracked for two minutes. And Young and Duke got a quick, powerful ride to join Mattingly soon after. The Lunar Module and the Command Service Module got together at 10:35 p.m. Then the men of Orion crawled through the tunnel to greet Mattingly in the ship Casper.



Lonely outpost. The Lunar Module stands a lonely vigil on the lunar surface as an Apollo 16 astronaut returns from moon walk. LM kept its perfect record intact, landing astronauts on moon and returning them to Command Module safely for the fifth time. (Wide World photo)

Rendezvous . . . then jettison

Earlier, somewhat playfully, Duke had mentioned the lunar dust that clung to his space suit and Young had replied "He probably won't let us in the hatch." Mattingly certainly did not demur, and the LM/CSM were a unit again. But not for long; at 3:30 p.m. Monday, the LM was closed out and just 24 minutes later the LM was jettisoned. At about 9:15 p.m. trans-earth injection took place. The trio were now on their homeward trek, although there was one more Extra Vehicular Activity still to perform: on Tuesday, Mattingly was scheduled to retrieve the film package from the side of the Command Module by stepping out into space.

At the time that Plane News went to press, there was no definitive splashdown time or location, though it would occur Thursday afternoon in the Pacific ocean.

Despite some difficulties, this mission (at this time) was successful. In rock-garnering it set a record for poundage. It set a moon-stay record of 71 hours, bettering Apollo 15's mark of 66½ hours. And a personal record was set, too, as Young became the first human being to orbit the moon on two separate occasions. (He'd been on the Apollo 10 flight.)

Although the flight didn't follow the time line, the effervescent Duke and adventurous Young—later Mattingly—exhibited high humor. They even got an outside accidental assist (of sorts) in their routine when a telephone repairman in Madrid, Spain, somehow got into Apollo's communications loop . . . and Houston heard only Spanish talking and singing.

Somehow, it didn't seem out of place.

Bethpage visit. State Senator John Cammerer of Williston Park, chairman of the New York Joint Legislative Committee on Transportation, was at Plant 4 recently with Vice Presidents Tom Rozzi and Jack Rettaliata for a briefing on the new Tracked Air Cushion Research Vehicle. Here, Greg Grubelich (R), TACRV Program manager, accompanies Senator Cammerer on inspection of high-speed train of the future. (Photo by Jim Wagner)

Mustapich, Baird on European assignments

Dick Mustapich of the F-14 Business Office, Plant 1, was off and winging April 14, bound for Air Force bases in England, Germany, and Turkey. This is the second year that Dick has been invited by the Air Force (through the American Softball Association) to conduct softball clinics for American servicemen overseas. He's due back in a few days.

Jim Burgess of Test and Evaluation, Plant 6, is looking for company in his misery. Jim says he's had a number of starter failures in his '69 Plymouth (383 cu. in. engine) and he's wondering if any other Grummanites have had similar problems with ther Plymouths. If you have had, call Jim on Ext. 265 at Calverton—then you can cry together.

Gene Baird, chief Dynamics scientist, received a letter last month inviting him to Denmark April 10-13 to give a paper on "Recent Developments in Flight Flutter Testing in the United States." The United States Air Force picked up the tab for his trip. Baird addressed the joint sessions of "the Working Groups on Unsteady Aerodynamics" of AGARD, the Advisory Group for Aerospace Research and Development of NATO.

Service award

Lillian Bagamery, who heads the medical first aid station at Plant 77, Stuart, Fla., was honored recently with a plaque "in recognition of outstanding service to the community." Lillian, whose hobbies include swimming, sewing, and singing in the church choir and a local chapter of the "Sweet Adelines," received her award for running the Stuart facility's blood bank drive.

service milestones

35

Louis J. Langhauser, Space Mgt. & Staff (5)

30

Louis A. Duplessis, Sub-Assem. Major (1)
Anthony V. Vengroski, Prototype (2)
Robert M. Menrisky, Proj. Mgrs. (2)
Chester R. Fitzgerald, Jigs & Fix. (2)
Donald R. Whitney, Templates (2)
Victor A. Carrier, Form Block (2)
Adolph P. Selock, Maint. (2)
Joseph P. Sinton, Food Serv. (2)
Tadry Domagala, Wing Sub-Assem. (3)
William M. Trowbridge, Mach. Oper. (3)
Alfonso R. Picari, Prod. Ctl. (3)
Robert A. Boze, Surf. & Assem. (5)
Chester Zembko, Surf. & Assem. (5)
Richard A. Houghton Jr., Ops. Anal. & Plng. Research (5)
Arthur V. Terry, Spl. Prog. & Prom. (5)
Arthur Elser, Supp. Equip. Prod. (6)
James A. Murphy, Instr. Plng. (6)
James W. Stapleton, Calverton Whse. (6)
James E. Pope, QC Lab (10)
George Streck, Plastic/Plaster Tool. (11)
Francis A. Jackson, Avion. Prod. Mgt. & Staff (14)
David McAloney, Templates (16)
George A. Allen, Facil. Maint. (26)
Stanley Michalski, Plexiglass (27)
Stanley Garczynski, Sub-Assem. Major (27)
Milton R. Bowne, Elec. Fab (33)
Charles G. Banting, P/S Resource Appl. (34)
Alfred S. Goldsmith Jr., Pwr. Plt. (35)
Edward P. Scherer, P/S A/C Site Mgt. (86)

25

Martinus A. Van Essendelft, Fuse. Join. (1)
Michael C. Brignoli, Prefit. Finals (1)
Arthur P. Smith, F-14 Mfg. (1)
Harold Stuhldreher, Router & Shear (2)
Mario Geremia, Steel Parts Assem. (2)
Joseph R. Genova, Prod. Rel. & Anal. (2)
Nunzio L. Dicce, Form Block (2)

20

Alvin G. Beyerlein, Sub-Assem. Major (1)
Richard J. Karch, Instr. A/C Test (1)
Joseph N. Thornton, Fuse. Fwd. (1)
Harold E. Wilson, Fuse. Fwd. (1)
Bert C. Blair, Fuse. Join. (1)
Theodore A. Petters, Elect. Fab. (1)
George F. Reinhardt, Mfg. Tests Plts. Mgt. & Staff (1)
Vincent Iannacone, Mfg. Tests Plts. Mgt. & Staff (1)
Joseph C. White, F-14 Mfg. - M.E. Methods (1)
Henry A. Roskoski, F-14 Prod. Ctl. (1)
Albert D. Bornschein, Alodine (2)
John J. Paszel, Tanks & Ducts (2)
John Gatti, Tanks & Ducts (2)
August Schmitt, Steel Parts Assem. (2)
George A. Feher, Hyd. (2)
Bertrand F. Robinson, Alodine (3)
William Hruska, Spotweld (3)
Edward F. Andrews, Honeycomb (3)
Michael J. Internicola, Methods Engg. (3)
Walter T. Combs Jr., Instr. A/C Test (5)
Michael J. Russo, Prod. Rel. & Anal. (5)
George Beran, Hyd. (6)
Horace E. Corwin, Crit. Mat'l. Ctl. (6)
Richard P. Glass, Food Serv. (27)
Francis H. Daum, Plng. & Ctl. Mgt. & Staff (30)
Wallace E. Walsh, Mach. Parts (30)
Richard T. Farrell, Mach. Parts (30)
James Smith Jr., Prod. Plng. (55)
Clifford S. Brambach, Support (88)

M. A. Van Essendelft | M. C. Brignoli | A. P. Smith

George B. Cheshire, Hyd. (2)
Edward W. Downs, Prod. Ctl. (2)
Thomas B. De Rose, Prod. Rel. & Ana. (2)
Patrick J. Quinn, Methods Engg. (2)
Warren G. Frevert Jr., Mach. Shop (2)
Willie B. Hammond, Jig Details & Sub-Assem. (2)
Nicholas J. Micciche, Tool Ctl. (2)
Joel Jackson, Facil. Maint. (2)
Edwin H. Schroeder, Insp. Mech. (2)
Walter Farrow, Convent. Mach. (3)
Vincent Longhitano, Alodine (3)
Donato Ambrosiano, Spotweld (3)
William Mena, Spotweld (3)
Walter F. Wackenreuter, Engraving (3)
Theodore P. Pupilla, Chem Mill (3)
Frank Sautkulis, Wing Sub-Assem. (3)
John A. Smith, Wing Sub-Assem. (3)
David P. Fitzgerald, Wing Final Assem. (3)
Fred H. Mueller, Wing Final Assem. (3)
Raymond A. Cobb, Wing Final Assem. (3)
Erminio J. Pilla, Fuse. Assem. (3)
Frederick Raab, Fuse. Assem. (3)
William J. Duggan, N/C Mach. (3)
Michael Greggo, Honeycomb Prefit (3)
Eleanor Krapohl, Mach. Oper. (3)
Gerard J. Eich, Maint. (3)
Joseph F. Gaigal, Safety (3)
John P. McCormick, Insp. Mech. (3)
Daniel O. Schmidt, Final Assem. Struct. (4)
Michael Lynch, P/S Commerc. Oper. (4)
Ernest Hauser, Insp. Mech. (4)
Peter W. Bohnert, Convent. Mach. (5)
John Fiorillo, Static Test (5)
John F. Budney, Present Serv. (5)
Ronald E. Parsons, Prop. & Spec. Progs. (5)
Henry W. Frenke, Oper. Plan. & Budgets (5)
Alphonse Schiavoni, Instr. A/C Test (6)
Stanley H. Wojciechowski, Hyd. (6)
Andrew J. Paino, Final Assem. (6)
Donald A. Halliwell, Pre Flt. Finals/Sys. Inst. (6)
Earl G. Jones, Elec. Repair (6)
Charles H. Miller, Jr., Plt. Stores (6)
John J. Ege, Calverton Whse. (6)
George F. Striffler Jr., Facil. Maint. (6)
Robert H. Larson, Rec. Inspect. (6)
Paul Schlie, Air Traf. (7)
Herbert R. Winkler, Plastic/Plaster Tool. (11)
Roland P. Basini, Meas. Std. Lab. (12)
Anthony T. Spinelli, Drafting (15)
James S. Cooper, Templates (16)
Sheldon Sharpley, Ctl. Prop. Disp. (17)
Joseph J. O'Connor, Ship. Insp. (17)
Alexander Michnevitz, Trans-Oper. (20)
John Czarniecki, Crit. Mat'l. Ctl. (24)
Anthony R. Carioli, Crit. Mat'l. Ctl. (24)
Theodore C. Johnson, Struct. Anal. (25)
Robert Vazquez, Ground Accep. Integ. (25)
Stanley J. Zadroga, Research (26)
Henry Miller, Fiberglass (27)
Henry Ferro, Fiberglass (27)
Frederick P. Kreskowski, Sub-Assem. Major (27)
Frankie Carter, Major Assem. (27)
Frank Yavoski, Sub-Assem. (27)
Gilbert MacMillan, Eqp. Engg. (30)
Doris Hart, Mat'l. Acctg. (30)
Richard Keschinger, Commerc. A/C Prog. (30)
Joseph R. De Lucia, GSE Mech. (33)
Bernard Kasper, GSE Mech. (33)
George W. Moseman, Elect. Fab. (33)
Thomas Cully, Wire Prep. (33)
Thomas J. McDermott, Elect. Repair (33)
George Adesso, Avion. Prod. Mgt. & Staff (33)
Henry C. Kline, P/S Prod. Supp. Mgt. (34)
Oscar N. McDowell, P/S Prov. Req. (34)
William R. Murphy, Aerodynamics Staff (35)
Raymond Ellingsen, Contracts A/C (35)
Edward Dietrich, Ctr. Sect. (36)
Salvatore Assenza, Hull Assem. (36)

(Continued on page 6)

H. Stuhldreher | M. Geremia | J. R. Genova | N. L. Dicce | B. F. Robinson | W. Hruska | E. F. Andrews | M. J. Internicola | W. T. Combs Jr.

Hydrodynamic lab. Navy research experts visiting Plant 12 saw foil (insert) being tested in swirling water. They were (L to R): Rear. Adm. Tom Davies, Cdr. Tad Parker (hidden), Dr. R. A. Frosch, Capt. Paul Gilchrist, Capt. Frank Cramblet. (Photo by Bob Settles)

'Whirling tank' provides big assist in development of hydrofoil boats

A unique "whirling tank" for testing hydrofoils at Grumman's Plant 12 facility in Bethpage was a tour stop for Navy Research & Development officials who were at Grumman April 6 to review various weapon systems and future projects. Besides aircraft, the guests were also looking into current Grumman hydrofoil activity.

The group included Dr. Robert Frosch, Assistant Secretary of the Navy for Research & Development, Rear Adm. Tom Davies, Deputy Chief of Naval Materiel Development/Chief of Naval Development, and members of their staffs. They spent the day in briefings and touring production and development facilities.

The whirling tank they visited is comparable in purpose to a typical wind tunnel used for testing aircraft models. As the flow of air over a wing can be studied in a wind tunnel, so the flow of water over foils can be studied in the tank. "Speeds up to 100 knots can be simulated," said Joe Barbetta of Business Development. "The foil is held motionless and the water is spun over it," he explained. "Whirling within the tank, the volume of water can be used to measure the characteristics of the foil as well as forces and moments at various attitudes. In it, approximately 300 data points (measurements) an hour can be taken compared to 10 that normally are obtained by conventional means. These are extremely accurate, as has been proven over the long history of hydrofoil testing at Grumman."

The tank is made of stainless steel in the form of a doughnut, 11 feet in diameter. Centrifugal action of the spinning tank holds the water within the walls, and the performance of a foil, inserted at varied attitudes, can be visually studied and the resulting data handled by computers.

This was demonstrated to the visitors by using a model of a high-speed foil that was designed and ultimately built by Grumman and is expected to be developed further by the Navy in the near future. This new high-speed foil will allow hydrofoil craft to achieve speeds up to 80 knots, or 102 miles per hour, and is considered to be a technological breakthrough in hydrofoils comparable to the breakthrough in aircraft from subsonic to transonic speeds.

'Breakthrough point'

"In 'hydrofoil language,' it is called a 'transitting foil,' making possible operation in both the subcavitating and supercavitating range with consequently a dramatic increase in speed," says Bob Johnston, director of Marine Programs. "The breakthrough point of the transitting foil is 58-60 knots—and this suggests the importance of this new design."

The High Speed Hydrodynamic Laboratory at Plant 12, where the visitors observed the new foil model, is the only whirling tank of its kind in the world, according to Johnston. It was designed by Grumman nearly 12 years ago and has been used for testing the foil systems of the hydrofoil boats Grumman has developed over the past decade.

HS Denison and Dolphin were commercial hydrofoil passenger craft, AGEH is now a Navy experimental hydrofoil, and PGH Flagstaff is an experimental gun ship for the Navy. Hydrofoils maintain a boat hull entirely clear of waves when the craft is operating in rough water. By eliminating hull slamming and pitching, a smooth, stable flight is produced. The foils provide lift for raising the hull clear of the water. A hydrofoil-equipped craft can go faster, with the same horsepower, than an identical boat without hydrofoils.

Bill Gander as chief of Aerodynamic Testing and Ray Wright, as hydrofoil aerodynamicist, share cognizance of the whirling tank facility. Project engineer for hydrofoil craft is Irv Palmer, and Dan Postupack was the project engineer on the transitting foil.

Tech Ops puts more punch in Affirmative Action plan

How is the Affirmative Action Program going at Grumman? "We're progressing," says Bill Voorhest, co-director of the Opportunity Development Department. An example of that, Voorhest points out, can be found in recent changes Technical Operations made to improve its Affirmative Action Program.

Technical Operations has initiated an ambitious program in recent weeks to put more punch in its Affirmative Action Program. Technical Operations, which includes Product Development, Product Engineering, Product Support, Research, and Materials and Processes, contains the highest concentration of professional people in the Company. Because of that, says Senior Vice President Grant Hedrick, "We are making every attempt to insure that our minority-group employees are getting a fair shake in all activities."

To help accomplish that objective, Hedrick points out, Technical Operations has added something new to its complex system of program status and control in its Plant 5 Management Center: a new wall display that keeps track of how well minority-group employees are utilized in the five operating departments in Tech Ops.

During a recent briefing for members of the Opportunity Development Department on the plan, Jake Bussolini, director of Administrative Operations for Tech Ops, noted that "statistics alone don't make an Affirmative Action Program effective. But by providing each of our supervisors with a visual 'alert' of potential problems, we feel they will recognize areas that need their attention much quicker."

Among the other steps initiated by Hedrick to support the Technical Operations program are:

- A move to seek out qualified minorities, especially in areas of projected manpower buildup
- Special recruiting program in cooperation with Employment.
- Engineering scholarship for a minority student
- Selection of more minority employees and women in Professional Development and other training programs.

Following the briefing, Jean Esquerre, also a co-director of the Opportunity Development Department, stated that "the most encouraging aspect of the Affirmative Action Program in Technical Operations is the attitude of the top people involved—they want to make it happen and are making sure that all supervisors are aware of their part in making AAP work."

And Bill Voorhest pointed out that "in the long run, this plan will help all Grumman people, not only those in minority groups, because making full use of all our 'human resources' benefits the entire Company." In further comment on ODD, Voorhest says: "One of the popular misconceptions about the Opportunity Development Department is that we are concerned only with getting a fair shake for minority people. We try to assure equal and fair treatment for all Grummanites."

Improve retiree insurance

A change in eligibility for insurance coverage for Grumman retirees was announced last week by Vice President Tom Rozzi. This change will especially benefit an employee who wants to retire before he reaches 60.

The eligibility for retirees' hospital-surgical insurance will now be based on a 75-point system. If the retiring employee's age at his last birthday plus his completed years of Grumman service equal 75 or more, he is eligible for coverage under a separate retirees' insurance plan at no cost to himself. Individuals totally and permanently disabled at the time of termination are also eligible, whether they have 75 points or not. Dependents of those eligible for retirees' insurance may also be covered by paying a monthly premium charge.

In making the announcement of the change in eligibility, Rozzi cited as an example an employee aged 55 with 20 years of service. Under the "75-point" rule, that person is now eligible to retire with insurance, whereas under previous rules he would have had to wait until he was 60 to retire in order to be eligible.

The insurance is continued for a period equal to the number of whole months of active Grumman service credited to the individual. For example, with 20 years and two months of service, the retiree is eligible for insurance coverage lasting 242 months. The coverage goes into effect automatically upon retirement.

Because persons aged 60 and over have not been required to have 75 points in the past, an exception to the 75-point rule is being made for those persons who were 60 years of age or older on April 1, 1972. Any such person will be eligible for retirees' insurance if he has at least five years of service at the time of his retirement. All other persons must meet the 75-point rule to be eligible.

Retirees' insurance benefits (hospitalization and surgery) are listed in a blue leaflet distributed by Grumman's Insurance, Benefits & Records Department. A new leaflet will be available in the next few weeks. For further information, call John Ince, Ext. 1040.

Prepare mobile check-out vans for EA-6B carrier deployment

(Continued from page 1)

weeks of Fleet introduction at Whidbey Island, according to a Navy official, have shown that ". . . maintenance problems have been minimal since the first training flight."

Jack Herman, assistant Program manager for Fleet Introduction, gives special credit for success to Bob McNeil and Gerry Markham, who headed the Field Service team at Whidbey Island. "In addition to bringing factory expertise to the field," comments Herman, "the team has provided excellent communications—field to factory and vice versa. We know the Navy's problems and are usually able to resolve them with minimum loss of flight time."

Cockpit trainer

To hasten the training process, an A-6 flight vehicle, after having completed its flight test program, was modified: the forward section was removed and converted to trainer use. The bulk of the work was done by the Wood Shop and Static Test sections in Plant 5.

The cockpit contains a fully equipped Martin-Baker ejection seat and three mockup seats; and there's a photographic mockup of the instrument panels. The canopies open and close as a real EA-6B would.

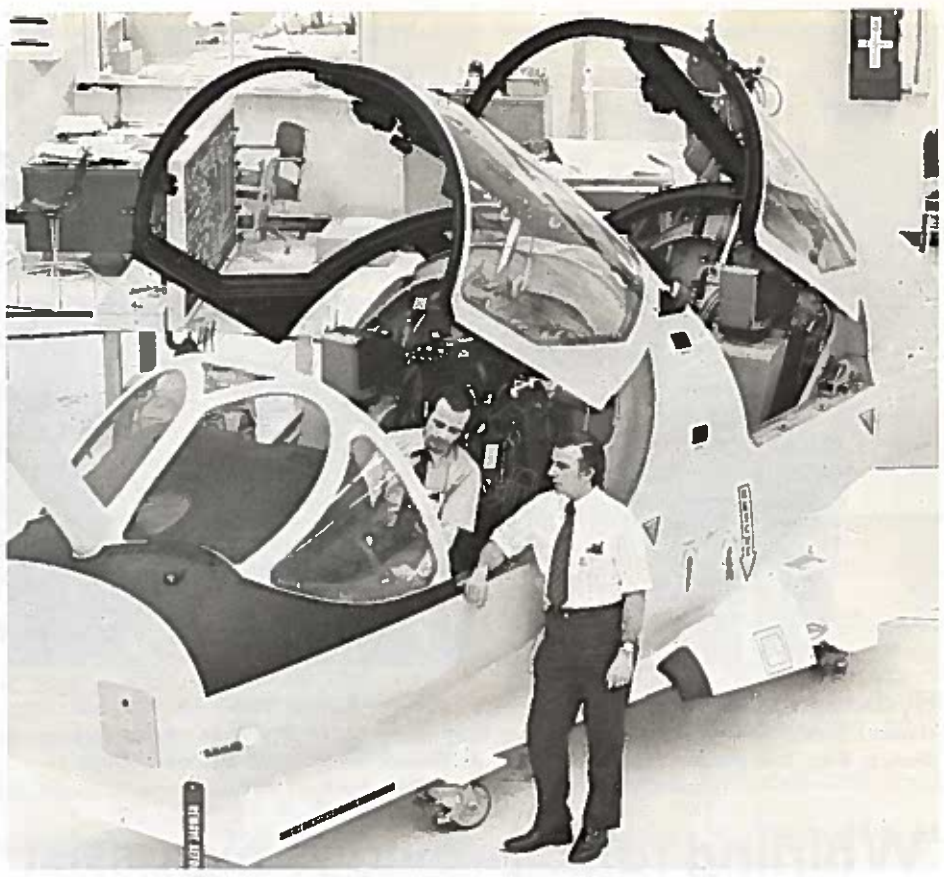
According to Carl Kohler and Joel Taft of EA-6B Program, the M-2 trainer cockpit structure designed and built by Grumman saved more than $200,000 over the cost of a completely new cockpit.

Electronic checkout

Beyond that, when the EA-6Bs get to a carrier, the Navy has come up with a new arrangement called "cross decking." Under this concept, the great amount of highly specialized equipment necessary for check-out and trouble-shooting will be housed in a mobile workshop (van) and stationed below decks. If the EA-6Bs leave one carrier and move to another, the van is moved —"cross decks." According to Grumman's Bob Davison, who has completed the first set of vans at Norfolk, Va., "By doing it this way, the Navy will cut the costs of special EA-6B equipment by millions of dollars."

So there are good things ahead. As Ed Rose, assistant Program manager for Production says, "We've beaten the clock all along the line. Not only that, everyone on this program is fully aware that an aircraft system such as this one must be always in transition, keeping a step or two ahead of the threat." And that's the way it's going.

Vice President Bob Miller, who directs the Program, is confident that the aircraft will do a fine job for the Navy and that it will be coming off Grumman's production line for many years. "We have firm orders through 1974," says Miller, "and there is every reason to believe that the Navy will need more after that. We have had discussions with the Marines, too, for it's the logical successor to the EA-6A, which the Marines now use for tactical jamming."



Headed for Whidbey. Joel Taft and Carl Kohler (R) make final check of EA-6B cockpit trainer in Plant 5 before it was shipped to the Naval Air Station at Whidbey Island, Wash. (Photo by Jim Wagner)

service milestones

20

(Continued from page 4)

Samuel C. Martin, Mfg. Test Plts. Mgt. & Staff (36)
Alfred J. Noy, Train. & Dev. (39)
Joseph Glemboski, Serv. & Supp. (55)
William T. Hardern, Sub-Assem. (77)
Robert B. Ludwig, Indust. Engg. (77)
Donald Gavora, KSC Engg. (83)
Edward W. Deane, KSC Mfg. Shops (83)
Norman Reid, KSC Mfg. Shops (83)
Earl T. Light, Field Base Mgt. (84)
Paul V. McDermott, P/S A/C Sys. Serv. (90)
George J. Duckett, P/S A/C Sys. Serv. (90)

15

Salvatore A. Genna, Fuse. Join. (1)
Richard E. Baughan, Pre Flt. Final (1)
William H. Wagner, Maint. (1)
Charles J. Ehrhardt, Struct. Design (1)
John Struppa, Alodine (2)
Edward Small, Steel Parts Assem. (2)
Ralph Hanus, Mach. Shop (2)
Frank Tucholski, Prod. Ctl. (2)
Alexander Politi, Methods Engg. (2)
Henry K. Wuepper, Insp. Mech. (2)
John Michnik, Maint. Waste Disp. (2)
Henry Bernert Jr., Honeycomb (3)
Robert Salg, Wing Sub-Assem. (3)
John T. Raguse, Wing Final Assem. (3)
Anthony Nigro, Wing Final Assem. (3)
Edward Sadowski, Fuse. Assem. (3)
Barbara N. Grodski, Insp. Mech. (3)
Joan J. Reid, Mfg. Test Plts. Mgt. & Staff (4)
John V. Parenti, F-14 Mfg./Oper. Mgt. (5)
Clifford A. Hoelzer, Air Breathing Prop. (5)
Walter J. Petersen, Engg. Admin. (5)
Wilbur F. Tiemann Jr., Adv. Aircraft Sys. (5)
Michael J. Hutter, Bus. Dev. (5)
Richard V. Rosser, Pwr. Plt. (6)
John J. Mooney, Lab Mgt. & Tech. (14)
Vincent K. Lee, P/S Elec. Engg. (15)
Martin Liebman, PPO-Space (25)
Eileen Bukovics, PPO-Space (25)
David S. Goodman, Ctls. & Mech. (25)
Charles Giannetto, Traj. Anal. (25)
Thomas Kondos, Fiberglass (27)
Richard E. Franke, Major Assem. (27)
Thomas J. Mutschler, Ind. Engg. - Crewload (27)
Frances T. Mills, ODD (28)
Doris McGrath, Inven. Ctl. (30)
Anna E. Wicks, Invoice Audit (30)
Anthony Rosalia, Wire Prep. (33)
Francis H. L'Hommedieu, Avion. Inst. (33)
Vincent Casano, P/S Pricing (34)
Alexander Norris, Ctls. & Mech. (34)
Edward L. Harrigan Jr., Crew Sys. (34)
John Armitage, QC Engg. (34)
Anthony Asaro, Oper. Plan. & Budgets (34)
Robert O'Donnell, Conf. Data Mgt. (34)
Joseph Mullen, Payroll (40)
Patrick Vitale, GDS (40)
Daniel Polofsky, GDS (40)
James Sambuco, GDS (40)
James K. Higgins, GDS (40)
Philomena Vilkaitis, GDS (40)
Dorothea Orsino, GDS (40)
Margaret A. Penny, GDS (40)
Vincent K. Hoffmann, Maint. Trans. (55)
Frank Caracci, Prod. Mgt. Ops/Stf (77)
Cipliano Rappa, Prototype (77)
Edward R. Johnson, Support (88)

M. J. Russo | G. Beran | H. E. Corwin | R. P. Glass | F. H. Daum | W. E. Walsh | R. T. Farrell | J. Smith Jr. | C. S. Brambach

Behrens, Aims-Fish combo collect suggestion bond jackpot

So the Aimses and the Fishes went out to dinner—by way of celebrating the men's joint award for an Employee Suggestion. On $800 they felt they could afford to.

Walter Aims and Charlie Fish attacked a problem that was slowing down F-14 bulkhead production. A control bracket assembly on the F-14 forward bulkhead was made up of a large number of detail parts. Aims, who is a 20-year man, and Fish, an eight-year-man, put their experience together and decided a one-piece forging would do the job and cut installation time. "Limited work space and hand accuracy demand made this cluster installation a time-consuming operation" was their description of the need for it.

They forged a one-piece detail part with machined aligned bellcrank and mounting holes, and the change has been made, and the part installed, on 11 F-14s thus far. Aims and Fish estimate that 60 hours per aircraft is saved, and one man can do the installation now.

Aims earned also a $200 bond award for another F-14 improvement.

Cleaning idea

Henry Behrens of Jig Details & Sub Systems (at present working in the Die Shop, Plant 2), hauled in a tidy $675 in Savings Bonds for a practical method of cleaning heavy hot-forming dies. Cleaning them by hand had been out of the question. Behrens modified the vacu-blast cabinet by adding two outrigger rails and some rollers made from pipe, and he now is able to slide the heavy dies into the cabinet for sand blasting "which does a beautiful job."

Behrens and his wife think they'll put the unexpected bonds toward "a good vacation" in their camper. Two years ago they drove to Yosemite Park and some of the western states and they're ready now to take another whirl. Behrens will complete 21 years with Grumman in July. This is the third time he's won a Project Sterling bond award.

Instead of generating new Grumman parts lists from drawings, Bill Moran suggested using an existing seller's automated part list for preparing purchase and work orders. Moran, who works in Requirements Planning, Plant 30, earned $500 in bonds.

Joseph S. Havranek of Research, Plant 26, received $450 in bonds for a method to measure transducer gold film vacuum deposit on transducer slides.

Suggestion winners. Familiarity with job paid off for Charlie Fish and Walter Aims, whose idea was to use a one-piece forging instead of multi-piece bracket. At far right Henry Behrens talks to John Czugh of Tooling, Plant 2, about his idea for cleaning heavy dies. (Photos by Fred Annette)

Other awards were:

$375: Jerald P. Ernst, Electronic Fabrication, Plant 1.

$300: Mark J. Lang, Facilities Maintenance, Plant 3.

$275: Walter Pytlowany, Structural Test, Plant 5.

$250: Raymond Droll, Propulsion Test, Plant 2; William Gapac, Production Planning, Plant 55, Savannah.

$200: Walter H. Aims Jr., Forward Sub Assembly, Plant 1; Edward W. Becht, Tool Fabrication, Plant 2; Salvatore J. Iaccarino, Scientific Application Programs, Plant 35; Frank Sammon, QC Technical Services, Plant 27.

$150: John Colgan, Fuselage Sub Assembly, Plant 1; Summery E. DeGroat, Engine Shop, Plant 55, Savannah.

$125: Stephen Brylinski, Receiving Inspection supervisor, Plant 24; Frank DiRocco, Fuselage Sub Assembly, Plant 1; Ernst Kostner, QC Inspection, Plant 27; Maryann Ryan, Test Support, Plant 83, KSC.

$100: James J. Donnelly Jr., Manufacturing Engineering, Plant 1; William Harwood, Fuselage Sub Assembly, Plant 1; William J. Rooney, Final Assembly, Plant 1.

$75: Frank C. Farina, Wing Assembly, Plant 3; Theodore Flynn, Mechanical Inspection, Plant 3; Richard Harris, Saw, Plant 17; Rudy Hardick, Saw, Plant 17; Larry Mannino, EB Welding, Plant 2; Warren Thalen, Tool Fabrication, Plant 2; William V. Waks, Quality Cotrol, Plant 36 (terminated).

$50: Alvin Beyerlein, Major Sub Assembly, Plant 1; Rocco J. Famigliette, Major Sub Assembly, Plant 1; Robert Blauvelt, Material Review Engineering, Plant 3; Frank T. Calderone, P/S Pricing, Plant 34; Vernon P. Combs, Training supervisor, Plant 83, KSC; Susan H. Cundy, Finance, Plant 55, Savannah; Alexander T. DeDora, Critical Material Control, Plant 33; B. B. DeLoach, Product Support, Plant 55, Savannah; Arthur R. Ginnever, Steel Parts Assembly, Plant 2; John P. Chacalos, Steel Parts Assembly, Plant 2; Mercedes Giorgio, Secretarial Services, Plant 34F; Walter L. (Lee) Harper, Facilities Services, Plant 77, Stuart; Albert Helrigel, Tool Fabrication, Plant 27; George Johnston, Conventional Machining, Plant 3; Harry Olsen, Coventional Machining, Plant 3 (terminated); William A. Kotzky, Measurements Standards Laboratory, Plant 12; Vincent J. Lambert, Mid-Module, Plant 1; Thomas L. Lane, Electrical Fabrication, Plant 55, Savannah; Joseph V. Licardi, Engineering Administration, Plant 1; Carl L. Quackenbush Jr., Administration, Plant 55, Savannah (terminated); Birdie L. Porter, Production Management, Plant 55, Savannah; Ronald Roberts, Accounting, Plant 55, Savannah.

'Keep America Moving' . . . buy U.S. Savings Bonds

(Continued from page 12)

It makes sense, as a self-help measure and as a way to "Keep America Moving." So . . . hop on the Bondwagon . . . now. It's simple. All you do is fill out the payroll deduction card, being sure to indicate your first name (not initial), your permanent number, and your co-owner or beneficiary, if any. Then give it to your nearest Employee Services Office. That's all. If you have any questions, ask anyone in ESO.

Prize selection

Oh! One other thing! If you're already on payroll savings, or if you get on the Bondwagon before the end of the drive May 12, you're eligible to win a prize. There are 24 prizes with four alternates—and they're lulus. Just look:

1. Magnavox 25-inch color TV-stereo combination or a choice of a two-week trip for two to Hawaii or Europe or twelve-day Caribbean cruise for two.
2. G.E. 24-cubic foot refrigerator with ice maker and crusher or choice or nine-day cruise or two weeks in Europe for two.
3. Sylvania 25-inch color console TV or choice of seven-day cruise or eight days in Europe for two.
4. Fisher 120-watt amplifier with Garrard turntable and one pair Superdynamic speakers or choice of eight-day trip to Europe or seven-day cruise for two.
5. G.E. Americana range or Caloric gas range or choice of eight-day trip to Europe for two or seven-day cruise for two.
6. G.E. 25-inch color console TV or choice of seven-day cruise or one week in Caribbean for two.
7. RCA 23-inch color console TV or choice of seven-day cruise or one week in Caribbean for two.
8. Westinghouse duplex refrigerator-freezer or choice of seven-day cruise or one week in Caribbean for two.
9. Sylvania stereo console AM-FM or one week in Caribbean for two.
10. Magnavox 19-inch color TV (wood) with stand or one week in Caribbean for two.
11. Sylvania 18-in. portable color TV or one week in Miami for two.
12. Pioneer 70-watt amplifier with BSR tuner and one pair Creative speakers or choice of five days in Las Vegas or Paradise Island for two.
13. Frigidaire Skinny-Mini washer-dryer or choice of five days in Las Vegas or Paradise Island for two.
14. G.E. 18-cubic foot frost-free refrigerator or choice of five days in Las Vegas or Paradise Island for two.
15. Caloric gas range or choice of four days in Las Vegas or Paradise Island for two.
16. G.E. 16-pound automatic washer or choice of four days in Las Vegas or Paradise Island for two.
17. Magnavox stereo sound system or choice of four days in Las Vegas or Paradise Island for two.
18. G.E. undercounter dishwasher or choice of four days in Las Vegas or Paradise Island for two.
19. G.E. upright freezer or four days at Kings Inn, Freeport, for two.
20. Whirlpool automatic washer or four days at Kings Inn, Freeport, for two.
21. G.E. 30-inch electric range or four days at Kings Inn, Freeport, for two.
22. G.E. port-a-color TV or choice of four nights at Host Farm, Pa., or Playboy Club, New Jersey, for two.
23. Polaroid camera outfit No. 360 or choice of four nights at Host Farm, Pa., or Playboy Club, New Jersey, for two.
24. G.E. 23-inch black and white TV console or choice of three nights (weekend) at Host Farm, Pa., or Playboy Club, New Jersey, for two.
25. G.E. 23-inch black and white table-model TV with stand or choice of three nights (weekend) at Host Farm, Pa., or Playboy Club, New Jersey, for two.
26. Westinghouse automatic clothes dryer or choice or three nights (weekend) at Pocono Mountains or the Catskills for two.
27. G.E. portable dishwasher or choice of three nights (weekend) at Pocono Mountains or the Catskills for two.
28. 16-inch portable black and white TV with stand or choice of three nights (weekend) at Pocono Mountains or the Catskills for two.

Time for a change . . .

So, just in case you haven't heard, turn your clocks AHEAD one hour tomorrow night, Saturday, April 29, and you'll be in Daylight Savings Time.

Grumman upsets Republic to win Industrial hoop title

After finishing the regular season with a 7-3 record, the Grumman varsity basketball team staged two big upsets in the playoff championships in the L.I. Industrial league to nail down the team title with a 91-57 win over the Nassau County Police.

Frank Quarto led the rout with 27 points, with Ed Krol, Jim Cruthers, and Walt Gleich contributing 16, 14, and 10 points, respectively. At one point in the third quarter Grumman led the policemen by 40 points.

The going was a little rougher against Republic in the semi-final game. Cruthers led the scoring in the 84-76 victory with 22 points—Jim Cruthers' 22 points led the scoring in the 84-76 victory—the first this season over Republic. Aiding in that big upset were Quarto, 18, John Ebron, 13, and Jim McKinstry, 12.

Gendron stands out

In the opener against LILCO B, the hoop varsity nearly blew their opponents off the court during a 109-26 victory. Lee Gendron paced the scoring with 22 points, while adding to that total were Ebron, 17, Gleich, 12, Stan Mazur, 11, Quarto, 14, and Cruthers, 10.

Earlier Quarto poured in 29 points, with John Ebron and Jim Cruthers collecting 23 and 21, respectively, as Grumman upset the Nassau County Police recently, 93-91, in the L.I. Industrial basketball league. It was the first loss in two years for the policemen.

Grumman led by one point at the half, and it was all tied at 63 at the three-quarter mark. With Quarto, Ebron, and Cruthers doing the scoring, and some strong board work by Jim McMcKinstry, Grumman edged the Police, 30-28, in the final period to earn the 93-91 decision.

The varsity had whacked LILCO A, 84-50, Tom Quarto topped the scoring in that contest, to, as he contributed 23 points. Cruthers added 19. The two victories earned Grumman a third-place finish in the league with a 7-3 record.

Spoilers net champs

It didn't take long for the Spoilers to settle their title claim in the Monday after-hours basketball league. With Hal Manaskie hitting for 28 points, the Spoilers engineered an 85-58 final victory over the Tomcats to take the league crown.

Earlier, the Spoilers had downed the Tomcats 90-51 in the first of the two-out-of-three playoff series. Ron Bartlett paced that victory with 30 points.

Hoop champs. Winning lineup that scored upset victory in L.I. Industrial basketball league playoff included (seated L-R) Lee Gendron, Jim Cruthers, Stan Mazur, Ed Krol, Frank Quarto; (standing L-R) Jim McKinstry, Bill Rathje, Bob Hambrecht, Bill Diercks, Walt Gleich, John Ebron, Ron Bartlett, and Dick Mrez. Also on the squad are John Bell and manager Jim Dimitry. (Photo by Bob Settles)

Rice shoots 282 in pistol victory

It didn't mean the championship, but when the Grumman A squad outfired the Grumman P team, 1,069-1,044, in the L.I. Industrial circuit recently, there was a certain satisfaction to the victory. For one thing, it pushed the As ahead of the Ps in the final standings of the league's expert division: 6-6 as compared to 5-7.

Dave Rice paced the win with 282, with John Crawford contributing 269, Herb Wolter, 262, and Bob Bergeman, 256. The losers were Ron Trenker, 268, Nick Evangelides, 264, Phil Boehm, 257, and Hank Chau, 255.

In other action of the Industrial league, Mike Baumgarten's 271 led the Grumman C squad to a 10-1 record in the sharpshooter division and a 1,022-1,015 win over IBM. Aiding that total were Charlie Quitter, 256, Bill Rommell, 248, and Tom Lovatt, 244.

Results in the South Shore loop were just as rewarding to Grumman. There, the center-fire team defeated Freeport, 1,065-995, as Dave Rice fired 279, Al Berka, 270, Phil Boehm, 258, and Ron Trenker, 258.

Joes did it!

Quoits is a big game at Plant 27 at Wyandanch. Sixteen teams entered a recent tourney there—and the winning combo, Joe Dominici and Joe O'Connor, swept through four opponents without losing a game.

Schneider hits GAA season high with 692

It's that time of the year again: the wind-up for most of the GAA pin leagues. And with longer days and other pursuits in the offing, there are still a couple of guys who are getting in final salvos on the lanes. One of the biggest bursts was contributed recently by Larry Schneider of the Rocket loop. Larry set up a season-high mark for all Grumman leagues with his sparkling 692, and added a 279—another league high—and 205 and 203 in the process.

Among the other Rocket highlights were: Fred Gregory, 203-200-554; Paul Havekotte, 211-570; Dom Bello, 217-571; and Dick Bereis, 222-559. . . . **Patchogue Mixed** listings included: Joan Burgess, 511; Gene Burgess, 225-572; Lois Haas, 213-549; Norma Landin, 524; Dave Struller, 216-587; Maggie Gaynor, 531; Marty Van Essendelft and Ken Becker, 551. . . . Joe Morrison's 227-565 and Tony Giacoia's 572 were high for the **Blue** loop.

John Betterino, using 225, 232, and 245, set up an 886 series mark in the Masters league. Combined with Jerry White's 220-812, that record helped boost the D.J.s to a team series record of 2437. Other highlights were Ray Zeller's 234-768, Fred Skirde's 781, and Al Kirillin's 776. . . . **Century Mixed** gleanings: Nancy Gentzlinger, 200-585 (a record); Mark Guss, 219-600; Marilyn Cozzette, 519; Joan Bussolini, 209-474. . . . Lou Ricci's 247-254-652 and Sandy Rider's 210-203-585 headlined **Blue Mixed** competition.

Buchman Owl star

Bill Buchman soared more than 100 sticks over his average recently in the Bethpage Nite Owl loop, scoring a 269 while setting up a new Owl game effort. Rudy Dunkley hit 200 and 203; Emil Marut, 219; Judge Locke, 226; and Bill Schramm, 221. . . . **Black** action included Ed Burlingame's 235-204-630, Hank Lada's 209-220-622, Frank Oczko's 201-212-202-615, Al Pucci's 219-215-589, and Jim Richter's 587. . . . In the **Trader** loop, Hank Mehl set the pace with 237-217-618 to outscore Jim Rose, 210-203-593; Tom Wright 221-584; Ben Picone, 201-583; and Sal Sclafani, 210-572.

Dudonis hits 646

Bob Dudonis seems to be fighting a one-man scoring battle—against himself—in the Classified circuit. Bob closed a recent session with 646 on games of 212 and 256, but the series fell 15 sticks short of his own league record. Other bright spots included Ted Rydzewski's 202-225-616, Ron Ruotolo's 255-610, Bob Hoehn's 218-233-610, Charlie Campbell's 202-214-609, Ray Fisher's 223-582, and Rosie McPartland's 242-603. . . . **Red** standouts were Hal Brower, 224-202-604; Bob Nielsen, 211-214-604; Dick Bloomer, 201-586; and Ernie Maas, 226-581.

Tony Rivello gained a tie with Gordon Bell for the Aerospace pin loop's series mark by rolling 636 the other night, with help from 208 and 237 games. Other big hitters in the loop were George Ulrich, 248-593; Dave Evans, 212-212-607 and 235-204-618; Phil Fey, 214-587; Ed Lomot, 202-204-586.

Miglio's 731 in women's classic paces team to pin championship

Bella Miglio punched out 731 in the final four-game set of the L.I. Industrial Bowling Tournament for Women last Saturday night at Mid Isle Lanes in Hempstead, and on that series—highest in the tourney for Grumman—the women's varsity captured its fifth straight team title in the classic. In all, Grumman has won 16 team championships in the 29-year history of the event.

Although none of the Grumman women won an individual title—Betty Summa of Republic earned honors for top bowler with a 2,131 total for the 12 games — their combined firepower propelled Grumman to the team victory by 64 pins over Republic.

In the last session, Chin Thompson registered 673, Bertha Siegl, 627, and Meg Sheridan, 627. Earlier, second-round scores that added to Grumman's 7,846 final total were Thompson, 201-675; Siegl, 650; Sheridan, 640; and Miglio, 628.

National Bank of North America won the Incentive division championship with a plus 336—in other words, it accumulated 336 pins above its entering average for the 12-game tourney. Nassau County Civil Service Employees finished second in the Incentive standings with plus 263 and third in the championship division with a 7,713 total.

Gophers still champs

It's getting to be a habit—and a good one, at that—for the Grumman Gophers to win the L.I. Industrial rifle league crown. They achieved their latest title with a 769-687 victory over Republic. High scorers for Grumman were George Hilton, 197, Hans Forsch, 193, Dick Imgram, 191, and Bob Mansbart, 188.

In their domain they reign as absolutely as the old New York Yankees used to. It's a closed empire. The Gophers began in 1956, and they are yet to lose a championship competition!

Space studies, traveling—even gardening—keep Sima on the run

Although her training and job make her something of an engineering celebrity, it is Sima Miluschewa's rich sense of humor that charms her friends; they find her disarmingly sensitive and somewhat bashful.

Sima (pronounced Seema), born in southern Russia and since 1956 a citizen of the United States, has for the past year been working for John Mockovciak, manager of Advanced Space Programs group, on the development of a satellite solar power station that would collect the sun's energy, convert it into electrical power, and, via a microwave beam, direct it to an antenna array on earth. The problems, both of engineering and expense, loom large, but a satellite solar power station is seen by Grumman as the possible answer to a fuel shortage in the future when coal and oil supplies will have dwindled. Further, it's a clean source of energy—cleaner than nuclear power sources and fossil fuels.

Came to U.S. in '50

To Sima, it is a challenge. Since precollege days she has pursued an engineering career. During the occupation of Russia in World War II, she was taken by the Germans for forced labor. She came to the United States under the Displaced Persons Act, shepherding a group of adoptive children from Germany in 1950. She herself was sponsored by, and worked for, a family in New Jersey. Later that year she got a job with Westinghouse as a designer in the lamp division and went to school at night for her Master's degree. She earned it in mechanical engineering from Newark College of Engineering in 1955 and in the spring of '58, after some work with Curtiss-Wright on jet noise suppression, she started with RCA on sensors and heat transfer in the advanced systems group.

About the same time a young engineer specializing in power systems joined the company. His name: Seymour Heywood (Woody) Winkler. He and Sima were married the following summer—and went off to England to attend the International Astronautical Federation annual meeting. This turned out to be the first of some extensive world travels together, and the source of many enthusiasms.

Solar studies. Daily concern of Paul Henton, Sima Miluschewa, Herb Siegel, and Henry Jatczak, in Advanced Space Programs group, is how best to draw energy from the sun. With Master's degree in mechanical engineering and other graduate courses, Sima is a no-nonsense worker but quick with a joke and full of spirit. (Photo by Bob Settles)

Tour Far East

In 1963 Winkler gave a paper in Tokyo on "Space Power Systems," and that was excuse enough for them to make a tour of the Far East and East Africa that year. Their house reflects a penchant for off-beat souvenirs and unconventional birthday presents. They have, as a memento of the visit to Japan, a 700-pound, seven-foot stone lantern, bought in New York by Woody for Sima's birthday. "It fits neatly into the entrance hall," according to Sima, who cleans around it but finds it a little impractical to move.

They went to Madrid in 1966 for an AIAA meeting, and by plane and rented car toured East Africa again. As a memento of the days in Spain, they bought a suit of armor in Toledo. They had it shipped in a plain black coffin. "Some fellow travelers lost their souvenirs, but nobody touched ours," Sima said.

Musical instruments all over the house represent Woody's interests. He plays mandolin, drums, piano, clarinet, and saxophone. Sima cultivates her garden, shops for the week on Saturday and housecleans on Sunday. "Otherwise I don't have much time because we subscribe to a lot of scientific journals and have lots of literature to keep up with in our fields."

Family pet

An important part of the family for the past 10 years is their dog, Vanucha, "long but not tall, real pretty, very sweet," says Sima. "She has a mind of her own—like me. She'll bite anybody who insists on something she does not like."

Sima belongs to the AIAA, the American Astronautical Association, American Association for the Advancement of Science, the Society of Women Engineers, the American Geophysical Union. She's been in **Who's Who of American Women** for the past nine years. Her graduate work includes many courses in aeronautical engineering at New York University.

Where would Sima and Woody like to go on their next world tour? "We can't afford it, with taxes being the way they are," Sima says. But the far-away look creeps in. "Australia, China, the Near East, the rest of Africa, Ethiopia. . . ."

Watson dethrones Fortune on way to Class A table tennis crown

If you've been around table tennis at Grumman long enough to remember such names as Pete Layton, Bob Rosenthal, Dom Golia, and Dan Banach, try this one on for size: Clint Watson.

In case you've been away from the ping pong scene, Clint is the new class A Bethpage singles champ, and he got that way by edging defending champ Mark Fortune, 21-17, 21-19, in the finale. Watson, who has a leg on the Bethpage A doubles crown from a 1971 victory with Grant Thompson, swept past Frank Sacca, Chris Rizzuto, Mark Fortune, and Ron Visconti without losing a single game before downing Fortune again in the finals of the A division.

The class A tourney brought together individual plant winners to Plant 3 for their championship meeting.

In the Bethpage B division, which involved runners-up from the various plants, Sam Gates of the Garage came close again—but he was stopped there. After a second-place finish last year, Sam dropped another close decision for the B title. This time John Buettner captured the top spot in B play by edging Sam, 21-17, 21-23, 21-11.

Lee victor at 36

At Plant 36, there wasn't much doubt who would win once competition got underway. Gat Lee strung four victories together, the last a 21-15, 21-14 win over Cliff Seifried, to earn the Plant 36 singles title. Later, Gat combined with Matt McLaughlin to earn the doubles crown too, with a final 21-16, 21-19 win over Dave Hutchison and Isaiah Bradshaw.

George Parent and Pete Laturno won their doubles championship the hard way in the Plant 27 table tennis tourney. Knocked out in the second round of the two-defeat and out tournament, Parent and Laturno whacked Hal Corley and John Stephens, 21-19, 21-14 then beat Wally Schulein and Bill Seda, 21-23, 21-14, 21-12, and Len Trifaro and Ray Lavelle, 21-14, 21-12, to qualify for the finals.

Up until that time, Tony Alaimo and Fred Kreskowski had things going pretty much their way. They had breezed past Schulein and Seda, 21-11, 21-19, Corley and Stephens, 21-14, 21-14, and Trifaro and Lavelle, 21-15, 21-17.

It didn't last. In their first match-up, Parent and Laturno pinned a 21-16, 21-14 defeat on Alaimo and Freskowski, first in the tourney for them, and in the make-or-break finale, Parent and Laturno did it again—although this time it was a little tougher—21-19, 22-20, 21-17.

Later, Parent went on to grab the singles title, too, by winning five straight matches, the last a 21-10, 21-12, decision over Alaimo.

Going to school . . . long way from home

Being only four years old and living in a foreign country could be lonely for a little girl, but for Sheri Barker, at least, it's proving to be fun. And some day it may be one of her more memorable experiences.

Sheri is the daughter of Field Service Representative Doug Barker, who is attached to the Marine Corps Air Station at Iwakuni, Japan. In a recent edition of the "Torii Teller," the base newspaper, Sheri was featured in a story of life in kindergarten with her Japanese contemporaries.

Things are working out very well, says Sheri's mother. "I use her for an interpreter. In fact, right now she can count better in Japanese than in English."

So it may seem like it's only "kindergarten," but for Sheri and her Japanese classmates it's something more: a primer for life.

CALENDAR of events

Notice of events for period May 12 - 26 should reach Plane News by Tues., May 2.

Ama. Radio Club: Wed., May 17, 5 p.m., WA2LQO Radio Shack on roof of Plt. 5, field day planning. Sta. WA2LQO is open every Wed. 5-7 p.m. Emmett Goodman, Ext. 87125.

Chess Club: Tues., 5 p.m., Plt. 3 Cafe, tournament, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Every Wed., 12:05 p.m., Plt. 25 Vendor Conf. Rms. Ken Hale, Ext. 3395.

Duplicate Bridge Club: Every Thurs., 5:45 p.m., Plt. 3 Cafe. S. Stone, Ext. 3652.

Ex-Servicemen's Club: Vets counselor avail. alternate Thurs., Plt. 2 ofc. nr. lobby, Ext. 2814. Al Kordula, Ext. 87259.

Fenc. Club: Mondays, 5-7 p.m., Plt. 30 cafe, instr. in fenc./competition. A. Chomas, Ext. 1926.

Flying Club: Fri., May 12, 5 p.m., Plt. 28 audit., reg. mtg. Stan Kalemaris, Ext. 7341.

Inst. Soc. of America: Fri., May 12, 8:30 p.m., Holiday Manor. Hon. Charles A. Jerabek, N. Y. State Assemblyman, annual mtg. Ed Conroy, Ext. 9515.

Soc. of Logistics Engrs.: Thurs., May 18, 5:30 p.m., Old Country Manor, 244 Old Country Rd., Hicksville, L. I. Chap., cocktail/dinner meeting. Blair H. Wetzel, V.P., Soc. of Log. Engrs., on "Professional Certification for Logisticians." Jack Beiderman, Ext 2091.

Soc. of Mfg. Engrs.: Mon., May 8, 7:30 p.m., Graduate Ctr., Bklyn. Poly Inst., F'dale. Dick Knoll, Ext. 84040.

Soccer Club: Wed., 5 p.m. practice, Plt. 3 field, Sat., May 13, West Point, league & cup competition. Karl Herrnkind, Ext. 3470.

Stamp Club (Bethpage): First 3 Wed. of ea. month, 5 p.m., Plt. 30 cafe, swap, circuit bks., sales, auctions, discussions. Marty Harow, Ext. 9171.

For Rent

ROOM: Nr. Grumman, semi pvt. bath, pvt. ent., gent. pref., reason. 822-3819.

CANOE: $8 per day. 724-2720.

CANOE: 17 ft, paddles, cush. 724-2720.

ROOM: 2 mi. Grumman, furn. 798-1676.

HOUSE: Dix Hills, 10½ rm. col., new, 2½ bath, ctrl. air cond., all appli., sch. dist. 5, 2 yr. lease, July occup., $500/mo. 586-6723.

LRG. CAB.: Pvt. Adirondack Lake, slps. 6-8, scrn. porch, deck, float for swim., rowboats, fish., gas stove, refrig., run. hot & cold water, gen. for lgts. only, access. by boat only, $145/wk. 543-3577.

ROOM: W. Hempstead, comb. liv./bdrm., pvt. ent., bath, hotplate, refrig., mature bus. person. 938-9176.

GARDEN APT.: 4½ rm., dishwash., swim club, Holbrook, $246/mo., 2 mo. security. 589-8638.

TENT TRLR.: Coleman hdtp., slps. 6, all access., $11/day. 751-1256.

For Adoption

KITTENS: Tiger & grey w/wh., pan train., male & fem., 6 wks. IV 6-7637.

Ride Wanted

FOREST HILLS: Rego Pk. to Plt. 2 or 5, 7-3:30 p.m. 212 544-5553.

BAYPORT: To Plt. 2, 7:30 - 4 p.m., or car pool. 472-1561.

LONB BCH.: To Plt. 2. GE 2-3311.

Wanted

AUTO.: Economical, gd. run. cond. 581-8186.

BELT SANDER: 6 or 8 in. ped. or bench type. 878-1647.

BASE STA.: C.B., 23 channels. 584-6396, after 5 p.m.

POOL LADDER: & filter for 4x18 dia. pool. TU 4-8301.

BKLYN.: Belt Pkwy. to Plt. 1, 2, 3, & Whse areas, 7:30-4 p.m. 212 CL 3-8525.

MARINER SLOOP: Or Rhodes 19, w/trlr. & motor, reason. 261-1186.

MANUALS: '68 motors or '68-'69 Chiltons car manual, '68 Dodge Coronet sta. wag. shop manual. 277-9568.

HAMMOND ORGAN: Mod. A-100 or A-102, fruitwood or wal. GE 7-5937.

OUTBD.: 25, 30, or 40 hp. MO 9-9013, after 5 p.m.

TACHOMETER: For 55 hp Johnson, 3 cyl. eng., gd. compass. Bill Eliezer, Ext. 86791.

BOWLERS: For '72-'73 season, individ. or 4 man teams on Tues. ngts., mid. Sept. to mid. Apr. R. Hachemeister, Ext. 84523.

APT.: 3 or 4 rm., Nassau or Suffolk, June occup., $150/mo. 681-2986.

For Sale

MFG: 17 ft. outbd., 75 hp Evinrude, Navy tp., comp. cov., '70 Little Dude trlr. 661-3324.

SAILBOAT: Aqua-cat Catamaran, sprayshield, dbl. sheet blks., jam cleats, rac. sail & new dacron deck. 728-0214, after 5 p.m.

STARTER: Marine 12v for Chris Craft mod. K eng. w/left hand rotation, opp. of rotation, ask. $25. 541-2835.

OUTBD. ENG.: '68, 9½ hp Johnson, recent. tuned & lub'd. $215. 667-3063.

MOTOR MT.: Lift-up for aux. outbd., spr. loaded, fits any boat, $10. 423-5462, after 7 p.m.

CAB. BOAT: 20 ft. Finlander, 50 hp Merc, all ctrls., & access., slps. 2, hd., lapstrake hull, $600. LT 9-3762, after 6 p.m.

BOAT: 9½ ft., 4 ft. beam plywood, oars & oarlocks inc. $35. 261-4677.

CANOPY BD.: 4 poster, 6 dwr. dress., Early Amer., $125/both. 692-5334.

FURN.: 8 ft. wh. Ital. prov. sofa w/cov., 2 pc. sect. sofa, cov., rust, 1 chr., trad. 585-9725, after 1 p.m.

DIN. RM. SET: Mod., china closet w/slid. gl. drs., tbl. w/felt pads, buffet & 6 chrs., $75. 581-8831.

DINETTE SET: 42 in. round marbleized blk. formica tbl. w/wrought iron base, 4 wrought iron swivel Victorian type ice cream parlor chrs., avocado grn. vinyl uphol., $100. 751-4982.

SOFA: Antique Victorian, 54 in. lg., carved & turf., grn. vel. uphol., $275. 472-2297, bet. 5-7 p.m.

For Sale

FURN.: Jr. din. rm. set, tan fruitwood round tbl. w/4 uphol. chrs., $300; bdrm. set, twin bds., 1 larg. hdbd., triple dress. & mirror, bdsprd., armoire, 2 ngt. tbls., w/grille drs., $700; 8 ft. couch, $70; lamps, tbls., rugs, & sma. items. 364-1435,

REFRIG.: '50 GE w/freezer comp., $20. 796-8288.

GAS DRY.: G.E., '71, $110. 489-0143.

WASH. MACH.: Wringer type, timer ctrl., $75. 281-4904.

TV: Zenith 23 in. cons., remote ctrl., oil. wal. cab., 6 yr., B&W, mod. 3350-W-3, ask. $75. 586-0757.

TV: 21 in. G.E., B&W, cons., $75. WE 8-0770.

MISC.: Cust. hi-fi., Bozak spkrs., B-305, $300; 26 in. blade Reo reel lawnmower, self prop., $20; '41 Chrysler shop manual, $10. 585-4516.

RECEIVER: FM stereo, Scot 344B, 85w, oil wal. case, $100. 732-2833.

STEREO CONS.: AM/FM Magnavox, 4-spd. record play., 4-spkr., fruitwood, 48x28x18, $95. SU 1-7007, bet. 10-9 p.m.

SPORTCRAFT: '70, all glass, '71, 135 hp Mercury w/pwr. tilt, hd., full canv., 18 ft. cab., tandem trlr. w/elec. winch. James La Sala, Ext. 84271.

BOAT: '58 Trojan cab. cruiser, 22 ft., 109 Marine eng., slps. 2, hd., stove, icebox, nds. work, best offer. MO 7-5155.

For Sale

WAG.: '65 Chevrolet Impala, auto., pwr. steer., V-8, ask. $625. AN 5-6809.

VW: '69 Bug, 4-spd., AM/FM, orig. mi. 22,000, $1,100. 842-0801, after 6 p.m.

FALCON: '68, 4-dr., R&H, pwr. steer., front fend., grill, & hood dam., $500. JU 5-8656, after 6 p.m.

MERCURY: '71 Marquis, 4-dr. sed., pwr. steer. & disc bks., air cond. w/climate ctrl., $2,895. 249-1641.

CAMARO: '67, 301 c.i., rebit. eng., fully blueprinted, bal. & clear., Holly 3-bbl., chrome crank, M-T alum rods & pistons, xtra set of hds. & rear, 488 rear, 4-spd., $1,500. 798-3339, evgs.

AUSTIN HEALEY: '67, 3,000 Mark III roadster, o'drive, tonneau cov., snows, new clutch & batt., $2,000. 598-1574, evgs.

ELEC. LAWNMOWER: 18 in. Black & Decker w/grass catch. & ext. cord, $55. 567-1145.

TRANSISTOR TEST.: Heath, mod. IT-18, fully wired, used once, chks. transistors in or out of circuit. W. Wohleking, Ext. 6279.

GAS STOVE: Sears 4 burner, sensor w/timer, 30 in. over/broiler w/timer, free std., avocado, used 15 mo., $200. Alice Giesler, Ext. 57-337.

BICYCLE: 20 in. Sting Ray, sissy bars, 5-spd., 1½ yr., $20. WE 1-2370.

For Sale

VW: '70, 28,000 mi., 4spd., radio, one owner. 288-2746, after 5 p.m.

MG: '69 Midget, red w/blk. int., 4-spd., AM/FM, heat, wire whls., new clutch, 31,000 mi., $1,350. GE 3-2692.

FIAT: '70, 850 coupe, R&H, new tires, $1,395. 922-1474.

CHEVROLET: '68 Impala, 4-dr. hdtp., V-8, low mi., air, vinyl tp., pwr. steer., R&H, s/s, snows & rims, new bks. 249-0175, after 4:30 p.m.

FORD: '69 LTD, hdtp., 390, V-8, fully equip., air cond., snows on rims, $2,300. 887-2504, evgs.

HARLEY DAVIDSON: '70, 350 Sprint. 581-1440.

TIRES: 4, 13x650, mtd. Corvair rims, $30. Bren Schuierer, Ext. 84218.

CAMERA: Yashica 124-G, 2¼x2¼ TLR, w/warr., case, $80. 200mm f4.0 lens, FD Canon, new, w/case, $130; 35mm f2.0 FD Canon lens, new w/case, $130. 212 923-8509.

PROJECTOR: Argus President, 35mm slide, w/10 trays & travel case, 30x40 scrn., $45. FR 9-7743, after 6 p.m.

CAMERA: Minox-B, w/flash attach., case, booklet & pd. proces. for 36 exp., $65 comp. 212 386-8480.

POOL: 18 ft. round Coleco, 6 in. ledge, used 1 season, thru wall skimmer w/all equip., ladder, vac., filter, etc., $200. 928-0839.

POOL: 4x18, blue liner, wood ladder, steel posts, filt., 2 yr., $135. IV 6-6564.

TICKETS: 2 round trip for Grumman retiree group to London & Frankfurt by air, $360. FL 2-3359.

CLARINET: Bundy by Selme, comp. o'haul. & record., case, $60. 67-3899.

CORNET: Olds, case, mute, etc., $30. LI 1-8590.

SUMP PUMP: Sears Century, 1/3 hp, new, $25. 212 FL 8-0692.

OSCILLOSCOPE: 9 in. tube, precise w/trigger-sweep, magnifier, calibrator, $50. 727-7831.

AMA. RADIO STA.: Heath, HW-16, 50-90w, CW transceiver, speaker, crystals & ant., $115. 751-1256.

SURFBDS.: 9 ft. Wardy & 9 ft. Weber Performer, $25/ea. TU 8-3063, after 6 p.m.

BDRM. SET: Contemp. wal., full sz. bd., 6 ft. dress., man's chest, 2 ngt. stds., ask. $800. 541-2076.

PUPPIES: Boxer, fawn, champ sired, gd. disp., docked, reason. OV 1-7381.

OLDSMOBILE: '66, 442, auto., nds. tires, muff., $400. TU 8-3114.

PONTIAC: '64 Catalina conv., wh./red int., 72,000 mi., pwr. steer. & bks., w/w, auto, $400. 724-8461.

MERCURY: '60, 2-dr. sed., new snows, $300. 798-5459.

VW: '69, red, std., AM/FM, 4 new tires, rear wind. defrost, $1,150. 226-7089, after 6 p.m.

MGB: '67, blk., 4 new tires, $1,300. 826-7518.

MISC.: 3 mag whls. fit Plymouth, 14 in. rims, comp. w/chrome mt. bolts & locks, $15; wood tp. carrier, $15. 826-7518.

MUSTANG: '66 conv., R&H, new tires, shocks, & batt., 289 V-8, 3-spd., $475; St. Bernard, AKC, 1 yr., $175. 567-3616.

PONTIAC: '69 GTO, grn./wh. int., blk. vinyl tp., 4-spd., 4 new tires, 8 trk. tape deck, $1,600. 669-0549.

SAAB: '70, V-4, wh., 23,000 mi., ask. $1,600. HR 2-1568.

SUNBEAM: '53 Alpine roadster, collector's car, $800; '65 Mustang, 289, comp., 3-spd. auto., $100. R. Stinson, Ext. 3354.

PONTIAC: '68 GTO, AM/FM, air cond., turbo hyd., etc., nds. front bump., $800. TU 8-3114.

MG: '69 Midget, new bks., 4 new radial Michelin tires, new clutch, 37,000 mi., ask. $800. Jon Holmes, Ext. 2741.

BEETLE: '71 Super, orig. owner, 8,888 mi., auto., AM/FM. 364-1809.

BUICK: '64 LeSabre, pwr. steer., R&H, 4-dr. sed., mtd. snows, $450. 587-5752.

MERCEDES: '69, 230, 4-dr., air cond., AM/FM, auto. shift, pwr. steer, 35,000 mi. 337-9131.

COUNTRY SQUIRE: '69 Ford LTD, 39,000 mi., new tires. JU 4-7166.

BOAT: 17 ft. fbgl. Aristocraft, '62, 35 hp Johnson, elec. start., removable hdtp., bk. to bk. seats, 8 ft. beam, $600. 367-4922.

BOAT: '69, 16 ft. Silverline, fbgl., 50 hp Merc. elec. start. w/new trlr., xtras, rdy for water, $1,100. 928-0839.

BOAT: '71, 21 ft. Hiliner Sportsman, deep-V, I/O 165 hp Merc, 55w s/s, bow rail, full vinyl tp. set, lounge seats, stern seats, compas, fender, anchor, xtra, $5,500. GE 3-5025.

POOL LINER: 21x4 ft., used 3 wk., $65. SU 5-8806.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

OWENS: '61 Sport Fisherman F/B, rebit. eng. '71, 20 hrs., new Rams horns, Chev. 283, 185 hp rebit. trans. in '70, depth find., new bilge pump, icebox, helm seat, xtras, $3,500. IV 3-8097.

DINGHY: 10 ft., nds. seats, $20. 473-1656, after 3:30 p.m.

BOAT: 1-8 ft. plywood w/fbgl. btm. foam floatation, 100 hp Mercury, 4 whl. trlr., $850. 265-4319.

SPORTBOAT: 20 ft. fbgl. Sabre, 110 hp I/O, Navy tp., trlr., all access., $2,500. 549-4114.

SAILBOAT: '70 O'Day Mariner 2+2, 20 ft. C/B sloop, comp. cust. & equip. for class rac. or cruising, '70 Holsclaw trlr., '71 Evinrude 6 hp, '71 hd., Rolly Tasker sails, Harken blks., sink, water tank, run. lgts., winter cov., all safety equip., $4,000. 543-1931.

SKI BOAT: 14 ft. plywood hull, deck., windshld., outbd. ctrls. (no motor) will take 35/40 hp motor, incl. Holsclaw tilt trlr., $250. 267-3303.

GLASSCRAFT: 18 ft. tri-hull, 95 hp Mercury w/pwr. tilt & alt., Tee-Nee trlr., xtra equip., $1,650. 732-6338.

MGB: '66, fbgl., 14 ft., deck w/wrap-around windshld., 33 hp outbd., elec. start, 2 tanks, reclin. seats, all equip., '69 Holsclaw tilt trlr., 12 in. whls., front jack. 567-0323.

SPORTSFISHERMAN: '60 Ulrichsen, flybridge, 25 ft., pole hold., fish well, cush., hd., 125 hp Chrysler Crown, 3 yr., low hrs.,xtras. 587-3877.

OUTBD.: '71, 2 hp Evinrude outbd., ask. $110. 475-7181.

BUICK: '65 Skylark conv., tuned, new bks., tires, & tp., $500. 731-7198, after 5:30 p.m.

FORD: '65 Country Squire sta. wag., 10 pass., new shocks, 2 snows, $400. 941-4248.

FORD: '66 Cust. 500, 4-dr., 6 cyl., auto., radio, 68,000 mi., orig. owner, ask. $550. 586-6004.

MUSTANG: '65 conv., red w/blk. nylon tp., 8 cyl., auto., R&H, 2 snows, low mi., $600. PI 2-2283.

COUNTRY SED.: '67 Ford, 10 pass., V-8, auto., 289, new bks., universal, & fuel pump, $1,300. 433-5774, after 4:30 p.m.

STA. WAG.: '63 Buick, R&H, air cond., $450. JU 1-6011.

STA. WAG.: '64 Chevy, R&H, std., 6 cyl., $450. WE 8-9463, after 6 p.m.

STA. WAG.: '66 Chrysler, dual fact. air cond., pwr. steer., bks., & wind., 100,000 mi. 368-8743.

VETTE: '58, 327, 4-spd., 2 tps., $900. 893-1527.

LENS: 200mm F4, FD Canon, new, w/case & hood, $130. 212 923-8509.

MISC.: 8 mm Revere movie camera, f2.5 lens w/ case, $36; comb.. s-s dr., alum. w/hardware, $12; Polaroid Swinger, $10; shop manual for '66 Rambler Ambassador, Classic & Marlin. 293-7710, after 5 p.m.

MINI BIKE: 3 hp Tecumseh eng., gold, 25 hrs., $93. 286-3363.

YASHICAMAT: 2¼x2¼ reflex, flash, tripod, filt., sunshade, lgt. meter, $70. 433-7942.

SAILBOAT: 19 ft. sloop, Lightning class, fbgl., main, jib, spinnaker, self-bailer, cockpit cov., comp. rac. equip., trlr., sail. lessons if requested, guar, non-leak hull, $1,950. HA 1-3623.

MISC.: Oxygen-acetylene torches & access., $100; surf bd., 9½ ft., Malibu, $60; Honda, 50cc, auto., $125. 585-4516.

BABY CARR.: Bilt-rite, Pk. Ave. line, burgundy, xtras, $55. 724-7362.

DRUMS: Slingerland, dbl. bass, hi-hat, fl. tom tom, $250. 681-7469, after 5 p.m.

GUITAR: Univox cust., hollow bdy., elec., 2 pickups, $100. IV 6-0242.

DIAMOND: 1 carat, round stone, appraised value approx., $1,000, ask. $650. 779-4535, evgs.

MINI BIKE: 4 hp Cheeftah, best offer. WE 8-5138, after 5:30 p.m.

COUNTRY SED.: '68 Ford, 10 pass., 50,000 mi., R&H, lug. rack, 390 CID, cruisomatic, $1,400. WE 5-4756.

FIAT: '70, 850 racer, 14,000 mi. 681-7335, after 6 p.m.

T-BIRD: '662, all pwr., best offer. CH 9-2359.

TRIUMPH: '70 Spitfire, radio, approx. 22,000 mi., gold, ask. $1,300. 249-0187.

CHEVY II: '62 wag., 4-dr., R&H, auto., new motor & transmission, $400; wind. fan for dbl. hung wind., del. thermo ctrl., $25. 796-3128.

T-BIRD: '62 lgt. blue, 8 cyl., all pwr., $200. 585-1692.

VW: '68, red, new tires. 728-1930, after 6 p.m.

VW: '65 sed., wh., $550. AN 9-4890, after 6 p.m.

AVANTI: '63 R-2, new. rebit. supercharger, carb., discs, $2,500. 541-0293, evgs.

DODGE: '67 Polara, 4-dr. hdtp., auto., pwr. steer. & bks., snows, $925. GE 3-7706.

FURN.: 4 pc. contemp. sect. sofa, beige, ask. $185; orange sofa chr., $40. 285-5252.

For Sale

HOUSE: Huntington, 4 bdrm. col,, ½ acre, wood., waterview, panel. fam. rm. w/firepl., 2½ bath, 2 car gar., deck, $48,000. 271-8463, after 5 p.m.

HOUSE: Hicksville, 3 bdrm. ranch, den, 2 bath, scrn. porch, fenc. bk. yd., oil heat, air cond., w-w, o'sz. gar., all appli., xtras, $36,000. 935-8374.

HOUSE: 2 fam., Franklin Square, 4 lrg. rm. down w/firepl., 3 rm. apt. up, fin. bsmt., 2½ bath, 2 car gar., $49,900. 437-6830.

HOUSE: Miller Place, 9 mo., all cedar, salt box col., 4 bdrm., 2½ bath, din. rm., den, country kit., heavily wood., lndscpd, 2/5 acre, w-w, appli., $39,990. 928-4778.

HOUSE: S. Sayville, 5 bdrm., 2 bath, w-w, formal din. rm., kit., util. rm., 2 car gar., ¼ ton air cond., h.w. cast iron boiler, cast iron basebd., 6 ft. stock. fence, 4 appli., $36,000. 589-3615, after 7 p.m.

HOUSE: Farmingdale, 8½ rm. split, brick & shake shingle front, 70x100, 3 bdrm., 1 panel., 1½ bath, eat-in-kit., din. rm., playrm., fin. bsmt., lndry., 2 zone h.w. heat, att. gar., w-w, in grnd. pool, ask. $42,500. CH 9-6817.

HOUSE: Upstate S. Hamilton, Madison County, nr. Colgate, 1½ acres, paved. rd., stream, elec., tele., new o.h.a. furn., new well, stove, & refrig., insul., panel. 9 rm., 4 comp. furn., 1 bath, sma. det. bldg., $13,000. 226-5145.

FORD: '70 Torino, 2-dr., 6 cyl., auto., pwr. steer., 7,000 mi., $1,950. 473-7707.

TRUCK: '71 Chevrolet Cheyenne, ¾ ton, HD sus., 9.50 16x5 tires, 4-spd., posi rear, pwr. steer. & bks., 350 c.i., step bumper, cust., $2,800. 223-6047, after 5 p.m.

TRAVEL TRLR.: 17 ft., self cont., slps. 6, 3 burner range, oven, gas-elec. refrig., heat., hd., shower, spare tire, hold. & cov., 2 roof vents, 2, 20 gal. gas tanks. 585-3578.

CAMPER: '71 GMC ¾ ton, 350, V-8, camper pack, air cond., pwr. steer. & bks., cust. int., dual batt., '70 Roadcruiser, 11½ camper, deluxe mod., fully equip., comp. self cont., $6,000. 421-3415.

MISC.: Chevy Corvair, Ford whls., 13 in., 4 lug; 650x13 mtd. on Ford whl., will swap w/Corvair whl., $15. 271-4486.

MAG WHLS.: 14 in., 4 "ET," $80. 842-3271.

HOUSE: Commack, 3 bdrm. ranch, s/s, w-w, appli., fin. bsmt., 18 ft. pool, walk stores & sch., $29,-500. 864-7214.

HOUSE: 3 bdrm. cust. ranch, cust. ceramaic kit., 2 car gar., prof. lndscpd. o'sz. fenc. plot, ngt. club bsmt., $36,990, prin. only. 888-2930, after 6 p.m.

WOOD. LOT: 75x125, Noyac Bay, Noyac, $6,500. 785-8912.

DEN TBL. SET: 5 pc., blk. wrought iron, ped. tbl., 30x30, wal. wood grain formica top, wh. pat. lea. seats, $50. 757-2212.

ACCORDION: 120 bass, 7 stops, w/amp., $85/both. 888-8753.

TV: 23 in. B&W GE, blond wood cab., $25. MO 9-4937, after 6 p.m.

FURN.: Wal. fin. din. tbl., marproof tp., 38 in. round, 3, 10 in. leaves & 4 chrs. w/cush., china hutch w/2 slid. gl. drs., $175; wal. coffee tbl., 56 in. lg., $25. 868-1585.

DIN. RMS.: Ital. prov., wal. oval tbl., 42x60 closed, 3 boards opens to 96 in., china closet, 61x15x6, 6 chrs. A. Massucci, Ext. 86268.

CHRS.: 4 wood. kit., $25. 588-6364.

VAC. CLEANER: Canister, latest mod., $30. 433-4637.

HOME BAR: 42 in. wh. formica tp., wal. cane trim, wrought iron ft. rest, 2 match. stools, $40. 433-1180.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

SANTO MADDALENA of N/C Machines, Plant 3, died April 11 at the age of 43. He had been with the Company since 1955 and he lived at 18 Westgate Rd., Massapequa Park.

NATHAN J. ROHER died April 11 at the age of 42. He worked in Product Support Technical Writing, Plant 34E, and had been with Grumman eight years. His home was at 1548 Lakeshore Dr., Massapequa Park.

For Sale

BREAKFAST NOOK: L shaped pad. bench w/tbl. & 2 match. swivel chrs. CH 9-6232, after 6 p.m.

MISC.: 25 vol. Funk & Wagnalls encyc., new, $25; port. 3-spd. stereo phono., detach. side spkrs., tone ctrl., $20. 433-1180.

HI-FI EQUIP.: AR-1 sprk. sys.; Jantzen mod. 130 electrostatic tweeter; Norelco reel record., 212 HI 4-4382.

CHEVELLE: '66 Malibu sports sed., 283 V-8, pwr. steer., auto., R&H, new wide ovals, & bks., maroon, blk. vinyl, $800. IV 1-3405.

VW: '70 Notchback, low mi., nds. bdy. work, best offer o'$500. 234-3194.

FIAT: '70, 850 Spyder, red conv., blk. tp., 4-spd. synchro, radio, Pirelli radials, new clutch & bks. 212 849-2477, after 6 p.m.

OLDSMOBILE: '70 Cutlass conv., pwr. steer., radio, new bks. & shocks, snows, bkts & con., gold on gold, orig. owner. 249-1383, evgs.

CORVETTE: '66 Fastback coupe, rebit. 327 c.i. eng., 4-spd., blue silver cust. paint, mag whls., 2 Mickey Thompson tires, $2,200. 293-3718, bef. 3 p.m.

STA. WAG.: '63 Rambler classic, V-8, std., under 47,000 mi., orig. owner, $400. 271-5538.

HONDA: '71 CB 350, race eng. by Honda, no mi., $750. 735-4374, after 7 p.m.

MISC.: '65 Sprite/Midget, 1098cc eng. w/clutch, $135; gal. tp. vanity tbl. w/full skirts & spreads, $10; 2 lrg. metal radiator cov., $10. PY 8-4258.

SKIFF: '56, 18 ft. Lyman, 100 hp Gray, xtras, $850. 567-4757.

MISC.: Carter AFB 4-bbl. carb for 283/327 Chevy, $20; centrifugal advance dist. for 283 Chev. w/ dual pts., $10; 2, 14 in. whls. for GM prod. 598-1525.

BICYCLES: 2 Raleighs, nd. some adj., 1 adult sz. 26 in., 3-spd., 1 Chopper 5-spd., ask. $20/ea., will sell sep. 724-0234.

BIKE: 20 in. conv. w/train. whls., red. 751-9571.

TRAIL BIKE: '69 Honda 90cc, 8-spds., 1,450 mi., $250. LI 1-8590.

HONDA: '70, CB-750, 4-cyl., o'hd. cam, 5-spd., aqua & gold. 212 779-6362.

SUZUKI: 500, comp. cust., seat, sissy bar, ext. fork, tour. pegs, tail lgt., air horns, Z bar, etc. OV 1-4249.

MOTORCYCLE: '66 Honda, CB 160, $250. 427-2526, evgs.

MISC.: 5 whls., F70-14, fit most '69 & newer cars, $50; 2 stud., bias-belt. w/w snows on F70-14 whls., used 1 season, $50. Walt Athearn, Ext. 84159.

WHLS.: 2, 14 in. to fit Ford or Merc. 931-2934.

AIR COND.: 5,000 BTU, Philco, used yr., $100. MO 9-4937, after 6 p.m.

DE-HUMIDIFIER: G.E., 20 pt., fully auto., $50. CH 9-6524.

DESK: 34x45, red mahog., 3 dwrs., $40. LT 9-3034.

LAWNMOWER: Springfield rid. rotary tractor, 24 in. cut, 4½ hp, 4 cyc., cast iron eng., full gear 4-spd., $125. FO 8-3426.

SURFBD.: 9 ft. 6 in. Hammond, wet suit, $75; 2 pr. water skis, $16. AM 4-5689.

FISH TANKS: 2, 10 gal. SS, reflect., heat., pumps, assort. equip., approx. 50 half-blk. guppies, $25. AT 6-0279.

GOLF CLUBS: Wilson K-28, comp. set, reg., med. shafts (steel) D2 swing wt., 2 thru P/wedge irons, 1,3, & 4 woods, Arnold Palmer pro bag, used 1 season, $135. 585-3443.

LENSES: 35mm f2.0 FD Canon, $130; 100mm f2.8 FD Canon, $100; 200mm f4.0 FD Canon, $130, all new, w/case & hood. 212 923-8509.

CLAM TONGS: 12 ft. handles, 22 in. wide, $45. MO 5-5612, evgs.

ENGAGE. RING: $400. AN 6-1739.

ENGAGE. RING: Pear shape, approx. 1.10 ct., $900. 586-3070.

AIR COND.: 8,000 BTU, Fedders, $100; Simmons sofa bd. w/matt., make offer. 698-1169.

OSCILLOSCOPE: Eico 460. 727-7831.

BAR BELL: Set, 140 lb., $10. 271-5275.

KODAK: 35mm, auto., lea. case & flash unit, $30. 585-8998.

GUITAR: Triple pickup w/case, dbl. channel amp. w/12 in. spkr., jack cord incl., $90. 665-3392.

GUITAR: Gibson, mod. ES330TD, thin hollow bdy., twin pickups & controls, hard plush case, $195. HA 3-7666.

HOUSE: Plainview, 3 bdrm., all brick & stone split, 2½ bath, din. rm., sun rm., den, dinette, full bsmt., 2 car gar., w-w, o.h.w. heat, lndscpd., xtras, ask. $57,000. 935-1942.

For Sale

CORVAIR: '65 conv., 140 hp, 4 carbs, 4-spd., bkt. seats, $140. 732-6604, after 5 p.m.

CADILLAC: '63 Sed de Ville, 4-dr., hdtp., air cond., full pwr., $495. 473-8807.

FURY I: '66, 8 cyl., 318 c.i., air cond., radio, 2-dr., auto., pwr. steer., 2-bbl. carb, ask. $875. 938-6747.

BUICK: '64, 2-dr. hdtp., auto., pwr. steer. & bks., new batt., $250. 231-5078.

HOT DOG TRUCK: '59 Ford step-in van, equip. for sell. hot dogs & cold soda, new paint., xtra lrg. inside, conv. to camper, $1,000. 541-1856.

HEMI: 4-spd. w/Hurst, $200. 473-0661.

HOUSE: Upstate, N.Y., 2 hr. NYC, 8 rm. old col., 3 acres, 2 barns, heat, trees, pvt., $23,900. 261-4593.

HOUSE: Stony Brook, Strathmore B, Buckingham ranch, 3 bdrm., 2 bath, gar., din. rm., liv. rm. w/ firepl., lrg. eat-in-kit., util. rm., 15x21 patio w/pergola, 6 GE appli., wood beam call., w-w, s-s, 1/3 wood. acre, lndscpd., sewers, $38,000, prin. only. 751-3485, after 6 p.m.

PUPPIES: Boxer, AKC, champ lines, fawn or brindle, rdy. now, $60. 669-2345.

PUPPIES: St. Bernard, AKC, terms. 732-6015.

PUPPIES: Toy, Pomeranians, poodles & pugs, male & fem., $75 - $200. 732-0345.

MINI SCHNAUZERS: AKC reg., salt & pepper, cropped, shots, home bred, 4 wk., $115. 212 296-8607, after 6 p.m.

PUPPIES: Gordon setter, AKC reg., show-field & pet stock. 588-0531.

HOUSE: Hauppauge sch. dist. 6, 6 rm. cust. ranch, fenc., xtras, $28,000. 265-5309.

HOUSE: Islip, S. of Montauk Hwy., 3 bdrm. ranch, 80x150, den, 2 car gar., patio, lrg. liv. rm., fenc. yd., carpet., etc., $33,500. 581-2970.

HOUSE: Comack, 3 bdrm. ranch, din. rm., eat-in-kit., s-s, gar., ½ acre, fenc., fin. bsmt. w/poss. 4 bdrm., 5¼% mtge. take-over avail., ask. $34,990. 543-4116.

CO-OP.: Flushing, 2 bdrm., 2 bath, walk to subway, 14th fl., terrace w/Manhattan view, air cond., carpet, $256 maint., $15,500, May 1 occup. 212 HI 5-1079.

HOUSE: Holbrook, 8 rm. L shaped ranch, 2 bath, fenc. yd., lndscpd., fully carpet., 24x22 patio, att. gar., lndry., fam. rm., sunken bath in sunarium rm., ask. $35,990. 585-5392.

HOUSE: 4 yr. ranch, ¼ acre, ½ bath, w-w in liv. & din. rms., fenc. yrd., xtras, $35,990. 587-7607.

HOUSE: West Islip 4 bdrm. cape, 2 bath, fin. bsmt., att. gar., xtras, $32,990. JU 7-8723.

HOUSE: Smithtown, 3 bdrm. cust. ranch, formal din. rm., eat-in-kit., nite club bsmt., w-w mirror & carpet, s-s, 2 patios, xtras, $32,900. AN 5-6809.

PROPERTY: 5A on river in Maine, approx. 1,000 ft., $4,900. 588-7184.

PROPERTY: ½ acre Rio Rancho Estates, Albuquerque, N.M., unit 13, cash o'low mtge. 589-4856.

BONNEVILLE: '68, auto., V-8, 4-dr. hdtp., pwr. steer. & bks., radio, clock, rear spkr., defogger, new batt, bks., & eng., ask. $1,250. 293-2749, evgs.

BONNEVILLE: '66 Pontiac, 4-dr. hdtp., vinyl roof, auto., air cond., pwr. steer. & bks., $900. IV 6-6004.

VEGA: '71 Hatchback, std., 90 hp, 26 mpg, drk. grn., $1,650. 698-4383, after 6 p.m.

VALIANT: '66, 4-dr. sed., 6 cyl., orig. owner, 16,600 mi., snows. WA 1-4392, after 4:30.

MGB: '65, Pirelli radials, Abarth exh., comp. clutch, avail. 5/15, $800. 586-8533.

CORVAIR: '67, auto., $425. JU 5-8992.

BONNEVILLE: '66 Pontiac, pwr. steer. & bks., radio, new tires, $800. MY 4-5091.

PICK-UP: Dodge ½ ton Sweptline, blue, 6 cyl., 25,000 mi., $2,100. GR 5-2540.

MG: '69 Midget, wire whls., AM/FM, new clutch, rdear wind., & batt., low mi., $1,400. Jayne Borbet, Ext. 3348.

LE MANS: '66 Pontiac, 4-dr. hdtp., air cond., pwr. steer., 326 c.i., V-8, orig. owner, snows & whls. 226-9076.

BUICK: '66 Skylark conv., recent. tuneup, ask. $595. 221-7027.

PLYMOUTH: '54, 4-dr., auto., $50 or best offer. 212 RE 9-4355.

CHEVROLET: '65 Malibu, 327, 4-spd., $250. HR 2-2301, after 6 p.m.

MICROBUS: '65 VW, sunroof & skylight wind., 9 pass., snows, 34,000 mi., $850. 669-2656.

CORVAIR: '63 Spyder, rebit. '65, 4x1, 140 hp eng., 4-spd., dual glass packs, recent starter, gen., clutch, shocks, & bks., nds. paint & windshld., $150. 473-8585.

For Sale

PUPPIES: Germ. shep., AKC reg., champ stock, hvy. bone, pvt. bred. 796-7154, after 6.

GAR. DR.: Wh., 6 ft. 6 in. x 9 ft., all hardware, $35. 724-1329.

SCUBA EQUIP.: Yel. vinyl '68 U.S. Divers tank, J valve, harness & boot, conshelf 6 reg., depth gauge, upsed 5 times, $140; also 12 fins, mask, snorkel & wet suit pcs. David Gomes, Ext. 9191.

GAR. TRACTOR: 2 whl., plow, cultivator, $85; deep well pump jet type, $50. 588-7184.

POOL: Harrow's 660M, 21 ft. w/exp. liner, nds. sidewall, uprights, 1 yr., $65. 981-1954.

MISC.: 36x36 stall shower, $20; 2, 32 in. & 38 in. fbgl. awn., $10. 271-9097.

LAMINATING PRESS: Warner, mod, 100B, best offer. 368-1149.

AIR COND.: 13,500 BTU, hvy. dty. coolerator, $125; 8,500 BTU, Sears, $100. MY 4-5462.

FAN: 30 in. for ceil. or attic, w/auto. wh. alum shutters, 1/3 hp motor, install. & oper. instruc., $75. 271-4584.

FLUTE: Armstrong, silver plate fin., $90. 223-1064.

CAMERA: 35 mm Canon Ftb, sg. lens reflex, 50mm fl.4 lens, blt. in elec. exp. meter, 1-1,000 sec., flash synch., microprism foc., hot shoe w/lea. case & skylite filt., new, $250. 735-9714.

BUS. TYPEWRITER: Smith Corona, hvy. dty., full fea., recond., current style, $190. 751-1256.

TYPEWRITER: Royal w/tbl., $50. PE 5-9675.

PORT. TYPEWRITER: Royal astronaut mod., w/case, $35. 585-5426.

PORT. TYPEWRITER: Remington, $30. GE 3-7706.

RING: Lady's engage., marquise set., 83 pts. 735-7076, after 5 p.m.

RING: Lady's dia. engage., .65 carat, brill. cut, wh. gold band, appraised $425, $350. 293-3854.

MOTORCYCLE: '68 BSA Shooting Star, 441cc, low mi., fbgl. tank & side cov., $550. AN 1-0134.

HONDA: '70, CL175cc, St. scrambler, 290 lbs., $425. IV 9-0097.

SUZUKI: '71, 125 cc Stinger, 1,000 mi., 5-spd., 2 cycl., xtras, best offer. WE 5-3179, after 5 p.m.

MOTORCYCLE: '72 Kawasaki, S2, 3 cyl., 350cc, 900 mi., fully equip., red, $775. 692-2738, after 5 p.m.

HONDA: '71 trail 70 mini bike, 3-spd., spdometer & horn, 1,400 mi., gold., $250. MO 7-4832.

MOTORCYCLE: '66 Suzuki, 150cc, new eng., elec. start., lgts., & batt., $325. MO 9-9316.

MOTORCYCLE: Yamaha, 305cc, low mi., windshld., $425. 888-0422.

RD. CAMPER: Slps. 5, self cont., fully loaded, gen., air cond., xtras, mtd. on '67 Ford, 1 ton chassis, V-8, auto., 18,000 orig. mi. 475-7255, after 5 p.m.

TRAVEL TRLR.: 21 ft., tandem axle, slps. 8, G.E. refrig., compressor, batt. w/chrgr., dbl. sink, range, oven, comp. selr cont., shower, 12v/120v sys., xtras, ask. $2,700. 751-0279.

TRAVEL TRLR.: '69 Tag-A-Long, 14 ft., self cont., xtras, $1,250. 281-8063.

TRLR.: '70 Apache Mesa III, slps. 6, hdtp. & sides, sink, stove, icebox, xtras, $1,150. 271-1680.

TRLR. HITCH: For '68 Chevrolet, hvy. dtp., 1-7/8 in. ball, $22. LT 9-5019.

TIRES: 2, 825x14 mtd. on rims & bal., $60. PE 5-9348.

plane
GRUMMAN
news

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THEY KEEP AMERICA MOVING...

THEY BUY U.S. SAVINGS BONDS

"Why" may be the ultimate unanswerable in human affairs, the question that begs too much.

Even a so-called easy question seems to take on greater dimension as a consequence of the asking. For instance, stride up to someone who's buying U. S. Savings Bonds on the payroll deduction system and pop the question. Plane News tried that . . . took a sampling . . . got answers . . . and each time got the impression that there was more to say but somehow it was inexpressible at the moment.

Mike Palma of Flight Development, for example, says "It's money I never see because it's deducted automatically from my paycheck." Any other reason? "Well, it's a hedge against failing to save, a kind of forced saving. . . . "

Bob Bram, manager of Conceptual Design, Advanced Aircraft Systems, looked on it pretty much as Palma did but added the point that "Bonds are a good investment." Nothing could be more true! The Federal Government backs up that money all the way. If those Bonds go, so does the country.

And speaking of that "good investment," Ozzie Williams, a manager in Space Vehicle Development, brings up a difference between buying Bonds and investing in the stock market. Says Ozzie, "Your investment is stable when you buy Bonds. If you're playing the market, you have to take into account that your stock fluctuates." In short, today's winner can be tomorrow's loser. Again, safety and stability mark the Savings Bonds—and the Bonds are indestructible; that is, the Treasury Department replaces lost or mutilated Bonds **without charge.** Moreover, for every $3 you put into Bonds you get back $4 if you hold your Bonds to maturity (five years and 10 months from issue).

Good investment

It should be added, too, that Bonds carry a competitive interest rate of 5½ percent. Another reason why you can't go wrong with Bonds!

But let's get back to the why of Bond-buying, to Sharon Kalinoski of Plant 34F, for instance. For her, "Buying Bonds is a darned good way to save money. It's steady savings, and the money's safe. Since I started in 1965, I've felt I'm doing my little part to help the country by lending it money"—exactly the theme mentioned by Paul Volcker, Under Secretary of the Treasury for Monetary Affairs:

"Savings Bonds play a vital part in the continuing battle we are waging against inflation. It contributes importantly to the economic future of all Americans.

"When we buy Savings Bonds," he went on, "we help spread the national debt over a broader base of the public. The American people now own more than $54 billion of Savings Bonds, or nearly one-fourth of the publicly held portion of the Federal debt."

That's an imposing figure, but one that's difficult for a householder to relate to; and even a bank might pause an instant. Suffice it to say that it does play a role in keeping the dollar stable.

That in-the-national-interest thought was echoed by Eleanor Reitz, chief telephone operator, who commented that "when we help the country we help ourselves." But that wasn't her only reason for buying Bonds; flexibility helped. "Because of my stock of Bonds, I was able to pay for all the wedding expenses when my daughter was married. That helped a lot! And besides, while building a nest egg, sometimes emergencies happen and it's nice to have something to fall back on."

And if that money "to fall back on" had not been there??? Without the regular payroll deductions would most people have disciplined themselves to save? Ed Hawrey, lead man in the Plant 2 Paint Shop, thinks not:

"It's just a matter of human nature. If you have the money, the chances are you'll spend it. After all, the money's there . . . and there are so many things you'd like to have. Payroll savings protects you from yourself. Largely because of it, I was able to buy a house; and I'm thinking of retirement, too, and Bonds help there."

Assist in other ways

And they help you in other ways, too, as Test Engineer Bob Bergeman observes. "It's tough to cash them in, psychologically. I keep my Bonds in a safe deposit box. That's a source of money for my two boys, if one or both wants to go to college. So there's nothing patriotic about it for me; it's a matter of self-interest."

On the move. **Among many Grummanites who help 'Keep America Moving' by buying U.S. Savings Bonds are (clockwise from top left) Dave Goldblum, Tom LaCascia, Sharon Kalinoski, Ed Hawrey, Bob Bergeman, Bob Bram, Ozzie Williams, and Eleanor Reitz. (Fred Annette photos)**

In the end, it's probably true that self-interest is a key—if not the key—to laying aside money for the future. And what's so bad about that? Nothing. As Tom La Cascia of Small Parts Fabrication says, "Age is coming along and I'd like to retire and live comfortably." Selfish? If so, join the crowd!

As for the matter of getting started, Dave Goldblum of Reliability Engineering in Plant 34 says, "It's a matter of setting a goal. You set a goal and follow it, that's all. I started off small, very modestly, but as time has gone by I've increased the amount of my deduction."

That has been the case with many, many Bond owners—and it also happens to be one of the goals set for this Bond drive. "We'd not only like 100 percent participation," says Gus D'Errico, head of Employee Services, "but we encourage people to enlarge their savings by authorizing larger payroll deductions."

(Continued on page 7)